

Wakatipu hearing of submissions to the draft 2021-2031 Ten Year Plan



Monday 10 May
2021



QUEENSTOWN
LAKES DISTRICT
COUNCIL

Wakatipu hearing of submissions to the draft 2021-2031 Ten Year Plan

Monday 10 May 2021 – To be held in the Council Chambers, 10 Gorge Road, Queenstown

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BELMONT Jennifer

Wakatipu Community Foundation

Arrowtown

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. If you have a pre-prepared submission, you can upload it below.

Please note that we can only accept .docx files.
Additional documents or PDF files can be emailed to letstalk@qldc.govt.nz

WCF Submission to Annual Plan Final.docx

Submission on QLDC's Annual Plan

From the Wakatipu Community Foundation (WCF)

14 April 2021

SUBMISSION ON ANNUAL PLAN

Background:

The Foundation was launched in March 2018. We support the Wakatipu region (from Kingston to the south, Glenorchy to the west, Gibbston to the east and Crown Range to north).

We are part of a national network of community foundations throughout New Zealand that number 17, with every region covered outside of Southland and Dunedin. Community Foundations have been in NZ for 20 years and derive from the North American model of giving forever through endowment funds that are invested and benefit the community in perpetuity. **Community Foundations focus on providing leadership to create stronger and more connected communities, building legacy endowment funds that support local community groups and causes in perpetuity as the money is invested and benefits the community forever.** We also provide those who give an outstanding service of reporting and insight into the impact they are creating locally.

2020-2021 Milestones include:



- In excess of \$500,000 in donor advised endowment funds invested with Craigs IP in perpetuity for long term community benefit
- Rapidly responded to the Covid-19 crisis engulfing our community by supporting the launch of the Wakatipu Community Foundation that will have raised over \$1m during the calendar year 2020 for the Wakatipu Greatest Needs Fund. This fund has made a significant contribution to supporting our community and our most vulnerable.
- Facilitated a successful visit by the Morgridge Family in January, which has resulted in a \$220,000 grant to the Wakatipu focused upon education, extension of the Queenstown Trails and protecting and improving Lake Hayes.
- Fostered the creation of Impact 100, pioneered by Wendy Steel who accompanied MFF on their visit. Kristen Holtzman successfully founded this effort in the Wakatipu amid Covid-19 with the support of the WCF. This initiative now has 151 members and has raised over \$150,000 and more importantly has created a group of amazing women who are likely to make this an ongoing initiative to make transformational grants into the Wakatipu.
- Continuation of the Youth Philanthropy Program at the Wakatipu High School in the face of Covid-19. It is now in its third year of operations.

- Implemented our inaugural September Wills month, a significant branding event and crucial for us to attract endowments through people's wills. This has the benefit of enhancing our relationships with major law firms in the Wakatipu.
- Significant progress towards starting endowment funds with private individuals, local community groups and resettling of trusts.

WCF would like to submit the following request to the Council's Long-Term Plan;

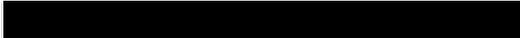
WCF provides these services on a very small budget of \$100k per annum. This comes from caring local donors and businesses and the Tindall Foundation.

1. Council's ongoing support for the WCF
2. QLDC provides \$15,000 towards the administration costs so that we can deliver programmes such as Impact100, Generation Give and other initiatives to grow philanthropy in the Wakatipu.

WCF is happy to provide any additional information Council seeks in relation to the above submission.

Contact:

Jennifer Belmont



BROWN Jo

Three Lakes Cultural Trust

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Three Lakes Cultural Trust Submission for the Ten Year Plan 2021-31

Date	8 April 2020
To	Queenstown Lakes District Council
From	Three Lakes Cultural Trust
Subject	Ten Year Plan 2021-31 submission supporting

Background

The Three Lakes Cultural Trust (TLCT) was established in 2019. Its purpose is to support and encourage arts and culture in our community in ways that enrich the quality of life of residents and contribute to the culture, the social and economic viability, and the wellbeing and resilience of the district. TLCT helps facilitate the growth of the dynamic local scene by supporting new ideas and initiatives and advocating for new infrastructure.

In 2020, TLCT commissioned AEA Consulting, to write a cultural masterplan for the Queenstown Lakes District. They undertook (i) a rigorous audit and analysis of current cultural provision and built infrastructure, (ii) a public survey and (iii) widespread community consultation. The report uncovered that there were significant gaps in cultural provisioning¹

One of the findings identified - lack of a central 'hub' for cultural and creative industries in both Queenstown and Wanaka - was the catalyst for the TLCT to approach the QLDC to advocate for the establishment of an arts and cultural hub or precinct in Queenstown.

Purpose of submission

This submission proposes a public-private partnership to establish Te Atamira², (meaning a stage or platform), between QLDC and the community to establish a prototype community arts and cultural platform for Queenstown.

A partnership approach is important – to capitalise on the wisdom, expertise and experience of all stakeholders, and to be a place that serves, connects and addresses challenges arising in the community.

Context

In New Zealand the creative industries represent a total annual financial impact of \$17.5 billion³ to the economy, about 6.8% of our country GDP and 132,220 jobs. Despite the effect of the Covid 19 pandemic, the creative industries have continued to flourish.

¹ AEA Consulting, Three Lakes Cultural Trust Queenstown Lakes District Cultural Plan, 13 February 2020

² Te Atamira means a stage or platform. This represents the functions of the space as it hopes to become: a Tūrangawaewae for the arts and culture community – a place to stand, a place for connection and empowerment, prototype to explore creativity for the whole community and to build creative capacity and a platform for exchange – local, national and international stories, thinking, ideas.

³ Wecreate, The Evolution of Kiwi Innovation – the impact and structure of the creative sector in New Zealand, 2013

This presents an opportunity for the Queenstown economy. Since March 2020, the global pandemic has significantly changed the economic outlook for tourism, a pillar of the Queenstown economy. Te Atamira represents an opportunity to expand on the recent AEA cultural plan findings⁴; that we must build on what we have, invest in infrastructure, invest in creative capacity, and ensure that arts and culture are positioned to make their full contribution to civic life and economic development.

The QLDC draft 2021-31 Ten Year Plan (TYP) does not currently include the proposal for Te Atamira. However, it includes:

- Projects that may rely on QLDC finding alternative premises for arts and cultural groups. Specifically those who are currently using existing buildings that are occupying the proposed location for a Performing Arts Centre (PAC) on the Stanley Street site in the Queenstown Town Centre.
- Vision beyond 2050⁵ principles, of which five key concepts align with this submission: Thriving people, Whakapuāwai hāpori, Embracing the Māori world, Whakatinana te ao māori, Opportunities for all He ōhaka taurikura, Breath-taking creativity, Whakaohoho auahataka and Pride in sharing our places, Kia noho tahi tatou kātoa.

Summary

Vision

“Every one of us – be it an opera-loving elder in provincial Southland or a budding filmmaker in Mangere – deserves access to the diverse and varied talent that makes up our creative sector...”

Rt Hon Jacinda Ardern, Prime Minister and Minister for Arts Culture and Heritage.

The proposed vision of Te Atamira is to:

- **Establish a Tūrangawaewae for the arts and culture community** – a place to stand, a place for connection and empowerment.
- **Develop a prototype facility** – through quality infrastructure that is both functional and can serve a range of creative practices including – a dance studio(s), performing arts space(s), community art gallery (with a curated programme), itinerant music and visual art studios and workshop spaces for pottery, carving, storytelling and gaming, etc.
- **Develop a programme that builds creative capacity** - a place to engage and explore creativity, a place that reflects the diversity of our community, and a platform for local, national and international exchange.
- **Facilitates the development of an ecosystem that enables partnership and exchange** in the arts and cultural community.
- **Realises the role of creativity** in economic growth and social wellbeing for a wide cross-section of the Queenstown population.

⁴ AEA Consulting, Three Lakes Cultural Trust Queenstown Lakes District Cultural Plan, 13 February 2020 and Queenstown Lakes District Council, Our Community Spaces – A report on community facilities, groups and services, December 2018

⁵ Vision Beyond 2050 <https://www.qldc.govt.nz/your-council/our-vision-mission>

It is proposed that Te Atamira will build a programme that will:

- Provide a platform to explore the new thinking and ideas through multi-disciplinary artforms, dynamic programme content and digital technologies
- A prototype space to engage and facilitate groups to use that is fit for purpose - arts, music, performance, dance space and engage with the curated community art gallery
- Be accessible to all by supporting pathways and encouraging curiosity starting with school holiday and afterschool programmes and lifelong learning initiatives.

Why is this facility needed?

Recent discussions and research has identified:

- **Overwhelming need** - In December 2018, 'Our community spaces report' identified that 50% of 189 groups and services identified needing a new facility in 5 years.⁶
There is currently an overwhelming need due to:
 - **the lack of 'fit for purpose' space** due to substantial deferred maintenance and repurposing of assets for arts and culture,
 - **the uncertainty of space** – many organisations are on 12-month leases – investing in their space is potentially risky with limited security of tenure and lack of facilities to accommodate arts and cultural groups – with many currently without homes or rehearsal space.
- **Equity** - Arts and culture infrastructure needs a long-term view which looks beyond measuring the immediate fiscal return and instead focuses on building equity through access for the whole community.
- **Cultural diversity** - There is an absence of space and activities dedicated to deepening public appreciation of cultural fabric – our Māori, in particular Ngai Tahu, and immigrant cultural heritage.
- **Activate vision** - QLDC's vision for "vibrant communities, enduring landscapes, bold leadership" and how it meets the following key community outcomes - to plan a more coordinated approach to community facility development, build collaborative partnerships, harness innovation and good design principles, ensure council owned facilities meet demand, and explore and develop creative funding avenues.
- **Realise new economy** - It is anticipated that this facility could become a catalyst for a vibrant new arts and cultural economy in Queenstown and fulfil Section 10 of the Local Government Act 2002 (LGA) '*... to promote the social, economic, environmental and cultural well-being of communities in the present and the future...*'⁷
- **More connected** - Fulfils the current desire to build a stronger, decentralised, well-connected and more professional arts sector.

⁶ Queenstown Lakes District Council, Our Community Spaces – A report on community facilities, groups and services, December 2018

⁷ <https://www.legislation.govt.nz/act/public/2002/0084/latest/DLM171803.html>

Operations

This submission proposes an opportunity to establish Te Atamira as a partnership between QLDC and the community:

- It proposes that an independent not for profit trust is founded to formalise the establishment and operation of Te Atamira. Its founding trustees will commit to fundraising circa \$2 - 2.5 million to fit out and deliver the facility given the immediate community need.
- QLDC is being asked to fund the lease inclusive operating expenditure and contribution to operations.

Location

The proposed location of the Frankton area is informed by accessibility to bike trails, plentiful car parking, on bus routes and proximity to Wakatipu High School and Remarkables Primary School. It is also at the intersection of the majority of Queenstown suburbs – Kelvin Heights, Jack’s Point, Hanley Downs, Lake Hayes Estate, Shotover Country and Quail Rise.

Importantly, Te Atamira is an opportunity for QLDC to invest in a prototype that will be able to inform and refine Project Manawa – performing arts development (PM) as to what the relevant need, specifications and the future requirements are. This is also an opportunity to be proactive and “front foot” a viable alternative premises for those arts and cultural groups that may be displaced (temporarily or permanently) by the proposed PM and give them an opportunity to have fit for purpose facilities.

This is further informed by the Frankton Library which is a good example of community facilities that are located in the geographical centre of the basin being well received and having high patronage. This is evidenced by data from the Queenstown and Frankton Libraries that the Frankton library serves more local residents, measured on the volume of books per visit, and since its opening has resulted in an extra 60,000 book checkouts across both libraries per year.

CLARKE David

Lakes District Museum

Arrowtown

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

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lakes district
**museum
& gallery**
arrowtown

Submission to QLDC 2021-2031
10 Year Plan
He Mahere Kahurutaka



Introduction | Korero tīmatanga

The board, director, and staff continue to welcome and recognise the financial support that the Queenstown Lakes District Council gives the Lakes District Museum on behalf of the district's ratepayers.

Founded in 1948, the museum has grown to become the district's museum, and now undertakes many important roles in our community: educating, researching, storing, and protecting the district's history. The museum and Post Office employs 13 staff.

The 'one off' grant council provided to the museum in 2020 for seismic strengthening was a game changer in terms of our ability to combine with the government's Provincial Development Unit and the Central Lakes Trust to undertake essential earthquake strengthening work. This grant however must be regarded as separate to the annual assistance grant that council provides the museum each year to help with operating costs and the ongoing protection of the district's taonga, artefacts, documents, and photographs.

For several years, the board and director of the museum have lobbied council and met with executives and the Mayor to get an annual museum grant established as part of council's core responsibility under the Local Government Act 2002. This act calls for councils to support their local museum. QLDC have been very supportive in this area and the grant has been awarded on an annual basis and in the 2019/20 annual plan we received the grant for two years. This gave the museum some certainty to be able to continue with its important functions for the benefit of the Queenstown Lakes District. We believe we provide excellent value, as a museum our size would generally be part of the council's core operation and would thus be subsidised by the rate payer significantly more than it is under the present arrangement.

Clearly Covid-19 has had a devastating effect on our district. The impact on the museum has been cushioned to some extent by the earthquake strengthening project that has helped with some costs, but our fixed annual costs of insurance, energy and maintenance have remained. With a reduced income we have retrenched in terms of some costs and reduced staff hours but still have significant outgoings.

We continue to be grateful for the additional support we receive from QLDC's Jan Maxwell and Marie Day. This includes advice, support during the annual plan rounds and help with applying for Creative Communities funding for special art and history related funding.



Seismic strengthening work underway, 24th March 2021.

He Mahere Kahurutaka

Ten Year Plan 2021-31 and Vision Beyond 2050

The museum contributes to several of the community outcomes identified in the Queenstown Lakes District Council's Ten Year Plan for 2021-2031 and the statements that make up our community's **Vision Beyond 2050**.

- **Whaketinana i tea o Māori | Embracing the Māori World**

A major part of our current building project is the upgrade of our Southern Māori space. We are engaged in active korero with Ngāi Tahu and are dedicated to representing the multicultural history of our rohe and the part that the Queenstown Lakes District has played in the history of Aotearoa New Zealand.

- **Whakapuāwai Hapori | Thriving People**

The museum and its associated art gallery have been one of very institutions in the district that has been contributing to that cultural landscape for 73 years. It continues to do that in a professional, strong, and inclusive way.

We are improving our accessibility as part of our strengthening and restoration project to ensure that we can welcome all visitors.

- **Whakaohoho Auahataka | Breathtaking Creativity**

Our institution supports arts, culture, and heritage in our district. The museum has provided a public art and exhibition space since 1993 holding over 170 exhibitions. This space is highly sought after and has been a steppingstone for many local artists starting out in their careers.

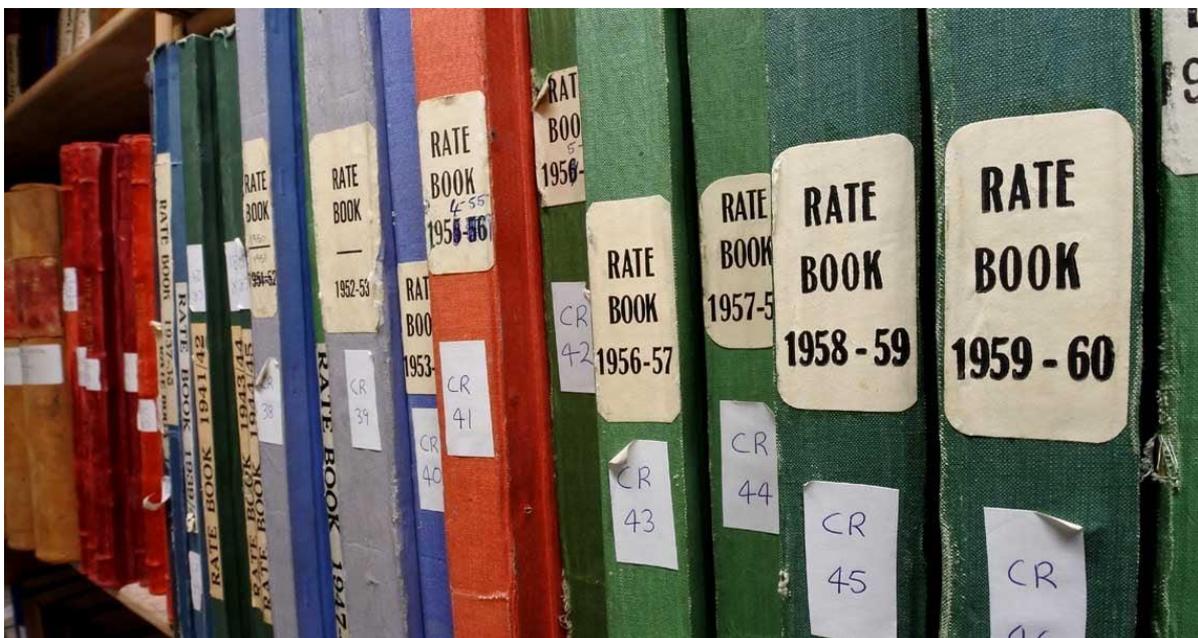
This is necessary both for our immediate community but also if we are going to continue to be a highly recognised international tourist destination post Covid. This support needs to be increased and be ongoing.

- **Kia noho tahi tātou kātoa | Pride in sharing our places**

We pride ourselves on the warm and genuine welcome that we offer to all our visitors. Our staff are informed and knowledgeable and as we operate the Information Centre in Arrowtown, we offer excellent advice and guidance about the entire district to ensure the best experience for our visitors.

We submit the following key points in support of our ongoing ratepayer funding:

- We are not a council entity but a Charitable Society. We have over 400 members who elect the Board each year. The board then hire the Director who hires all other staff. Pre-Covid we received around 45,000 paying visitors per year. This is likely to be cut by *at least* 50% until the borders re-open.
- The Lakes District Museum has enjoyed council financial support since 1972. For many years this was \$15,000 (spread across the then Arrowtown Borough Council, Lake County Council and Queenstown Lakes District Council). This increased to \$30,000 in 2004 and increased each year based on CPI. We were not required to apply each year as funding became part of the Ten Year Plan. Due to financial problems in 2012 following the Global Financial Crisis, the board met with the Mayor, CEO and CFO to discuss increasing the grant to \$80,000+GST p/a and this was agreed. In 2019 this was increased to \$100,000+GST for two years. The equates to \$5 per ratepayer across the district. This has given the museum stability and the ability to consolidate funds to carry out necessary works. It is these consolidated funds, along with cost cutting measures, that have enabled us to so far weather Covid-19.
- Almost all communities in New Zealand the size of the Queenstown Lakes District have a district museum. These are either Trust run or operated as part of the local council.
- The Lakes District Museum is one of only a few museums of its size that is not a council run entity. This is of benefit to the council and the community as the cost of running a council museum would be considerably greater than the grant sought due to the operating costs, especially wages, and the inability of a council run facility to seek any significant charitable trust funding.
- The Lakes District Museum is recognised by the profession as one of the best and most innovative small museums in the country. This is a reflection and recognition of the passion and dedication of many long serving staff.



Operational services these funds will be used to deliver:

- Assistance with operating costs:
 - insurance,
 - energy costs,
 - building maintenance,
 - technology costs and upgrades,
 - other operating expenses.
- We are continuing to shift objects into our new storage room and accession and deaccession these objects. As previously reported our newest storage facility cost over **\$250,000** at no cost to the ratepayer.
- Funds for our ongoing oral history project. We are continuing to interview residents of the Queenstown Lakes District to gather their knowledge of the area from 1960s to the present day.
- Continual upgrading of our displays.
- Ongoing digitisation of our collection.
- Researching and presenting new exhibitions and gallery displays.

Please note in terms of financial statements, we have consolidated funds due to good management and governance and the benefit of some generous bequests over the last few years. Over \$800,000 of these funds are tied up in bequests. Some of this money is tagged for specific purposes identified by the donor (new display areas) and some is being used for our seismic strengthening and restoration project. There continues to be a huge call on our funds especially with reduced earnings due to Covid 19 and we continue to have rapidly increasing operating costs including insurance (\$34,000 PA) energy costs (\$70 per day) increased personnel costs (\$320,000PA) as we pay all staff above the living wage, building maintenance \$25,000PA) and the expense of the museum's contribution to the of seismic strengthening project (\$350,000).



Other funding sources:

Where we have needed extra funds for major projects, we have sought funding from:

- Creative Communities Scheme
- Central Lakes Arts Support Scheme
- Lottery Community
- Central Lakes Trust
- Community Trust South

Applications to these funding sources are for major projects such as gallery displays or a specific building upgrade project.

These applications do not assist with our operational costs.

The value of the Lakes District Museum to the wider community:

- Museum staff has assisted other smaller local community heritage groups like Glenorchy, with their own heritage collections. We have collaborated with the Upper Clutha Historical Society including sharing information and images as well as sharing technical support and knowledge in relation to archiving.
- Museum involvement continues in the restoration of council/community buildings at no cost to council. Museum staff spent hundreds of hours in the past working on the restoration of the Arrowtown Miners Cottages and the restoration of the Arrowtown Gaol. This work has helped the Arrowtown Chinese Settlement be recognised as an Otago Tohu Whenua Landmark site.
- Staff are currently working on the Bullendale power scheme restoration as part of the work of the Wakatipu Heritage Trust. This work has just started, and the museum is producing interpretation panels.
- Museum staff helped the QEII Trust with signage and interpretation panels for the new Mahu Whenua display in the building at Butler's Green, Arrowtown.
- Museum staff have continued to help QLDC staff and other professional planners with research including investigations into local reserves, buildings, and land.
- The museum has set up a scholarship that high school students attending Mount Aspiring College and Wakatipu High School may apply for. This scholarship is for humanities students studying at Otago University.
- Our oral history recording of selected district residents is ongoing. This project will be incredibly valuable in generations to come. We are currently in the process of digitising this collection.

- The museum has provided a public art gallery space showing an exciting and eclectic array of art and historical exhibitions. We have also hosted two book launches by local authors.



The opening of 30x30 Small Works Exhibition on the 10th December 2020.

- Our retail space features work from local artists and artisans who benefit from our retail presence and foot traffic.



- The museum employs a full-time educator and two part time teachers to run a highly respected education programme. Every school in the QLDC area uses this programme free of charge and we attract schools from throughout the South Island. This programme will be used more as changes in the national curriculum require students to study local history.



Oxford Area School Year 11&12 students in our archives using primary resources for their NCEA Level 1 &2 History units, 24th March 2021.

- The museum also operates the Arrowtown Post Office and Arrowtown’s Information Centre. Both these functions are invaluable to both visitors and the local community.
- Museum staff have lobbied and undertaken continual work in the heritage sector in throughout the Wakatipu. Staff sit on Trusts to further heritage aims and undertake research work for council or make our archives freely available. We also protect council historical records that include the Minutes and Rate books and make them available for researchers.
- The museum assists authors, script writers and the film industry to further their creative endeavours based on the knowledge and the artefacts the museum has collected.

In conclusion | Kupu whakatepe

The museum has been a highly valued institution since 1948. Its functions, responsibilities and activities have expanded considerably, and this requires recognition by council on an ongoing basis. Supporting the district's museum is a core function of council and it provides the community with an important cultural institution, an area identified as lacking in our district. It is important that such a facility continues to exist both for the immediate community as well as for our domestic and international visitors.

We are seeking \$100,000 per annum exclusive of GST. It would be very beneficial for ongoing museum planning to have funding support established for a set period.

Thank you for your support.

David Clarke
Lakes District Museum Director



Book launch and author talk in the gallery on 25th March 2021.

Performance Report

Lakes District Museum Incorporated

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Entity Information

Lakes District Museum Incorporated For the year ended 31 July 2020

The Lakes District Museum in Arrowtown was formed in 1948 as a centennial of Otago project.

Legal Name of Entity

Lakes District Museum Incorporated

Entity Type and Legal Basis

Incorporated Society

Registration Number

Incorporation number 226775

Charities Registration CC2275

Entity's Purpose or Mission

To provide a professionally run History Museum for the benefit of the residents of and the visitors to the Queenstown Lakes District. The Museum will, to the highest level possible: curate, educate and inform

Entity Structure

The staff are comprised of a Director who is answerable to the board who are elected at the AGM by the members. All other staff are answerable to the Director including the Administration Manager, Archivist and Educator.

Main Sources of Entity's Cash and Resources

Small local body grant, admission charges, book sales, art sales, subscriptions from members and donations with some funding from charitable trusts

Main Methods Used by Entity to Raise Funds

Admission charges and sales as well as applying for grants while providing an opportunity for people to donate.

Entity's Reliance on Volunteers and Donated Goods or Services

We have a number of volunteers from our member. The governing board is also made up of volunteers while staff are paid.

Physical Address

[REDACTED]

Postal Address

[REDACTED]

Approval of Financial Report

Lakes District Museum Incorporated For the year ended 31 July 2020

- The Lakes District Museum Board members are pleased to present the approved financial report including the historical financial statements of Lakes District Museum Incorporated for year ended 31 July 2020.

APPROVED

A handwritten signature in blue ink, appearing to read 'Bob Farrell', is written over a horizontal line.

Bob Farrell

Chairman

7 October 2020

Statement of Service Performance

Lakes District Museum Incorporated For the year ended 31 July 2020

The 2019/20 year at the Lakes District Museum was a year of mixed fortunes. The first half of the year was tracking to be another successful year in so many ways, but the pandemic, Covid 19, came along in March and the museum suffered the consequences of the subsequent lockdown and the loss of international tourism. Because New Zealanders have been unable to travel, they have filled the gap to some extent, but the museum would have struggled without the wage subsidy. The museum applied for and was granted all of the wage subsidies. Revenue has decreased in all areas except in our Art Galley where sales of the works of our visiting Italian artists were excellent. These art sales have continued to be excellent during subsequent exhibitions, although we were forced to cancel our always successful annual Autumn Festival exhibition. The post office operation was also hit significantly and both the museum and post office have continued to work on reduced hours to minimize costs. We have continued to retain all staff and remain committed to try and provide meaningful work for them over the next year.

The seismic strengthening and restoration project has remained a central focus over the last year as the staff and board pondered raising the \$3.5 million required.

During lockdown, the Director and our project managers, worked hard to gain public funding through the 'Shovel Ready' infrastructure and the council's annual plan process. We were successful on both counts and we now have over \$3 million in the kitty to undertake this work on the former BNZ bank building and stables. The terms of this funding is being currently worked on and work is expected to start in October. We also received some generous smaller amounts of money from a number of supportive members and the public in general.

Once again the council paid the museum an annual grant \$100k to assist with operating costs.

The government supported education programme continued to operate during lockdown, but was seriously affected by schools unable to visit. This contract ends in December 2021 and we hope to apply for an ongoing contract.

The museum has been well managed and governed through this very difficult time. We continue to have good cash reserves in spite of the ongoing costs and reduced income. The seismic project and the resulting new display areas is an exciting project and is the biggest construction project undertaken by the museum in the last 18 years. It will continue to make the museum a central attraction for both local, national and eventually international visitors well into the future and will continue to be the districts heritage repository.

	2020	2019
Description and Quantification of the Entity's Outputs		
Revenue		
Total Revenue	1,311,304	1,280,131
Total Revenue	1,311,304	1,280,131
Surplus for the year		
Surplus/(Deficit) for the year	173,694	82,015
Total Surplus for the year	173,694	82,015

The accompanying notes on pages 10 - 15 form part of this financial report.

Statement of Financial Performance

Lakes District Museum Incorporated For the year ended 31 July 2020

	NOTES	2020	2019
Revenue			
Revenue from providing goods or services	1	1,029,556	1,112,905
Grants	1	100,000	80,000
Other revenue	1	181,749	87,227
Total Revenue		1,311,304	1,280,131
Expenses			
Costs related to providing goods or service	2	1,137,610	1,198,117
Total Expenses		1,137,610	1,198,117
Surplus/(Deficit) for the Year		173,694	82,015

The accompanying notes on pages 10 - 15 form part of this financial report.

Statement of Financial Position

Lakes District Museum Incorporated

As at 31 July 2020

	NOTES	31 JUL 2020	31 JUL 2019
Assets			
Current Assets			
Bank accounts and cash	3	1,249,011	1,236,430
Debtors and prepayments			
Trade receivables	3	2,153	5,114
Prepayments	3	7,143	12,568
Total Debtors and prepayments		9,296	17,682
Inventory	3	69,083	82,948
Total Current Assets		1,327,390	1,337,061
Non-Current Assets			
Fixed Assets	5	1,657,130	1,508,385
Total Non-Current Assets		1,657,130	1,508,385
Total Assets		2,984,521	2,845,446
Liabilities			
Current Liabilities			
Creditors and accrued expenses	4	160,474	191,980
Other current liabilities	4	80,247	83,361
Total Current Liabilities		240,722	275,341
Total Liabilities		240,722	275,341
Total Assets less Total Liabilities (Net Assets)		2,743,799	2,570,104
Accumulated Funds			
Accumulated surpluses or (deficits)	6	2,743,799	2,570,104
Total Accumulated Funds		2,743,799	2,570,104

The accompanying notes on pages 10 - 15 form part of this financial report.

Statement of Cash Flows

Lakes District Museum Incorporated
For the year ended 31 July 2020

Account	2020	2019
Operating Activities		
Receipts from customers	1,368,108	1,445,663
Payments to suppliers and employees	-1,202,656	-1,319,583
Cash receipts from other operating activities	20,008	1,487
Net Cash Flows from Operating Activities	185,460	127,567
Investing Activities		
Payment for property, plant and equipment	-206,066	-183,751
Other cash items from investing activities	0	0
Net Cash Flows from Investing Activities	-206,066	-183,751
Financing Activities		
Other cash items from financing activities	33,187	35,715
Net Cash Flows from Financing Activities	33,187	35,715
Net Cash Flows	12,581	-20,469
Cash and Cash Equivalents		
Cash and cash equivalents at beginning of period	1,236,430	1,256,899
Cash and cash equivalents at end of period	1,249,011	1,236,430
Net change in cash for period	12,581	-20,469

Statement of Accounting Policies

Lakes District Museum Incorporated For the year ended 31 July 2020

Basis of Preparation

The entity has elected to apply PBE SFR-A (NFP) Public Benefit Entity Simple Format Reporting - Accrual (Not-For-Profit) on the basis that it does not have public accountability and has total annual expenses equal to or less than \$2,000,000. All transactions in the Performance Report are reported using the accrual basis of accounting. The Performance Report is prepared under the assumption that the entity will continue to operate in the foreseeable future.

Changes in Accounting Policies

There have been no changes in accounting policies. Policies have been applied on a consistent basis with those of the previous reporting period.

Bank Accounts and Cash

Bank accounts and cash in the Statement of Cash Flows comprise cash balances and bank balances (including short term deposits) with original maturities of 90 days or less.

Accounts receivable

Accounts receivable are stated at their estimated net realisable value.

Inventory

Inventory is valued at the lower of cost and net realisable value on a first-in, first-out basis.

Depreciation

Depreciation has been charged at the following rates:

Building 1.25% sl to 2.5% sl & dv and Plant & equipment 11.4 - 50% dv.

Fixed Assets

Fixed assets are stated at cost (net of grants or donations received) less accumulated depreciation. Donated assets and artefacts are not valued or recorded for financial reporting purposes. Assets under construction are depreciated from the date the construction is completed. Certain assets are not considered depreciable and this is reflected in the depreciation schedule.

Goods and Services Tax (GST)

The entity is registered for GST. All amounts are stated exclusive of goods and services tax (GST) except for accounts payable and accounts receivable which are stated inclusive of GST.

Grants & Donations

Grants and donations will be treated as income when received.

Income Tax

Lakes District Museum Incorporated is wholly exempt from New Zealand income tax having fully complied with all statutory conditions for these exemptions.

Notes to the Performance Report

Lakes District Museum Incorporated For the year ended 31 July 2020

2020

2019

1. Analysis of Revenue

Revenue from providing goods or services

Admissions - adult	127,450	161,954
Admissions - Child	3,091	3,985
Admissions - Family	33,448	38,459
Admissions - schools	1,416	2,039
Admissions students	292	-
Admissions - Tour cash	1,800	2,449
Admissions - Tour Coupons	42,162	58,739
Admissions Seniors	41,082	45,264
books and gifts po	38,558	46,250
Cards shop Post Office	5,742	9,106
Commission - Shows/Tours	-	24
Commission - Trustpower	-	38
Contra expenses/income museum	77	-
Contra Expenses/Income po	(170)	(53)
Donations for Bank Strengthening project	18,148	-
Donations - Museum	3,839	20,866
Market Day - stamp, group, donations	2,921	4,990
Fax Receipts	-	17
gallery donation box	4,495	3,834
Gallery Income	276,068	204,972
Gift Vouchers	(11)	-
Interest	31,283	35,421
International Post-Sales	96,988	114,174
Mail handling	36,458	34,447
Packaging Post Office	5,206	5,898
Pan Hire	11,643	10,645
Philatelic Sales po	4,350	7,195
Photocopying	1,218	1,787
Postcards - Museum	8,202	12,209
Postcards Post Office	3,175	2,175
Prepaid Post Post Office	30,948	33,926
Rent received po	7,500	9,900
Research & Photos Income	3,158	8,415
Shows etc - Museum	83	93
Skippers Book Sales	2,011	4,637
Souvenir Sales museum	64,679	81,032
Sponsorship prizes	30	(1,550)
Stamp sales - Post	45,277	55,195
Stamp Sales/purchases - Museum	(839)	(613)
Stationery Sales - Post	15,526	18,112

	2020	2019
Subscriptions - memberships	3,382	4,664
Sundry Income - Museum	5,011	8,439
Sundry Income - Post	925	30
Ticketed Items po revenue	29,436	34,510
Tours - General sightseeing	23,415	29,074
unders & overs - post	82	155
Total Revenue from providing goods or services	1,029,556	1,112,905
Grants		
Grant - QLDC	100,000	80,000
Total Grants	100,000	80,000
Other revenue		
books, souvenirs etc. museum shop	81,368	87,227
Covid-19 subsidy	100,381	-
Total Other revenue	181,749	87,227
Total Analysis of Revenue	1,311,304	1,280,131

	2020	2019
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2. Analysis of Expenses

Costs related to providing goods or services

ACC - post	-	287
ACC Levy- museum	-	1,154
Advertising	14,865	20,572
Advertising - Post	1,060	1,209
AGM & Board expenses	644	175
Archives	4,075	592
Bags	344	363
Bank Charges	12,340	11,459
Bank Charges - post	1,185	957
Cleaning premises	4,334	5,090
Computer repairs	5,249	4,336
Depreciation	53,892	58,158
Depreciation - Post	3,428	3,526
Diesel	3,185	4,838
Display	3,550	1,323
Freight inwards-post	294	810
Gallery expenses	18,577	145,893
In house artist	168,671	-
Insurance museum	26,322	26,618
insurance po	3,083	3,418
International Post - Post	86,577	104,574
Inwards Freight - museum	638	864
Light & Power	16,737	18,239
Light & Power - post	2,429	2,651
Philatelic - purchases po	2,579	5,613
Postage & Courier	58	209

Postage -post	-	(8)
Printing & Stationery	6,565	8,212
Prof fee - Accounting	3,200	4,700
Prof fee - Audit	2,310	2,275
Purchases books, cards,souvenirs museum	94,412	101,606
Rates - Museum	1,910	1,543
Rates - post	1,466	1,202
Repairs & Maintenance - Post	240	166
Repairs & Maintenance	23,072	16,897
Research & Photo Expenses	-	4,014
Scholarship Payment	3,500	2,333
Security	3,444	4,214
Skippers Book Donations to Produce	6,000	6,000
Stamps - purchased po	48,170	57,171
Stationery etc - purchased po	27,686	28,320
Stock & Stationery post shop	29,011	35,186
Stores & Milk	411	496
Subscriptions & Registrations	1,360	1,159
Sundry - Museum	4,438	9,459
Sundry personal expense - post	488	460
Sundry personal expenses	5,042	4,558
Sundry -post	1,419	1,138
Telecom directories	100	200
Telephone	3,143	3,166
Telephone - post	1,283	1,207
Ticketed - Purchased Post	23,744	28,637
Tours General expenses sightseeing	20,838	26,120
Travel & Accommodation	917	2,250
unders & overs - Museum	296	138
Wages - Museum	295,192	326,463
Wages - post	92,942	95,010
XERO accounting fee	900	900
Total Costs related to providing goods or services	1,137,610	1,198,117

2020

2019

3. Analysis of Assets

Bank accounts and cash

Cash float - Post	450	450
Cash Float - Museum	1,100	1,100
Cheque account	222,541	123,236
Clarkson Scholarship	700	1,214
Credit Card	(864)	(1,281)
Donation - 68	13,310	-
Savings account	296,535	88,096
Scholarship Term deposit	103,500	103,500
Term deposit 3005	442,167	622,202

	2020	2019
Term Investment	169,573	297,913
Total Bank accounts and cash	1,249,011	1,236,430

Debtors and prepayments

Trade receivables		
Accounts Receivable	830	1,887
Interest receivable	1,323	3,227
Total Trade receivables	2,153	5,114
Prepayments	7,143	12,568
Total Debtors and prepayments	9,296	17,682

Inventory

Stock on hand - museum	42,441	56,087
Skippers Book stock on hand - cost	-	469
Stock on Hand - post - stamps	1,415	2,613
Stock on hand - post - tickets	25,227	23,778
Total Inventory	69,083	82,948

2020	2019
------	------

4. Analysis of Liabilities**Current Liabilities**

Accounts payable & accrued liabilities		
Creditors and accrued expenses	149,067	196,603
GST	11,408	(4,624)
Total Accounts payable & accrued liabilities	160,474	191,980
Other current liabilities		
Education Officer Grant	69,246	83,361
Deferred covid wage subsidy	11,001	-
Total Other current liabilities	80,247	83,361
Total Current Liabilities	240,722	275,341

2020	2019
------	------

5. Fixed Assets

Museum		
Museum Plant & Buildings	2,343,459	2,137,394
Less Accum Depreciation on Museum Plant	(741,803)	(687,911)
Total Museum	1,601,656	1,449,483
Post Office		
Post Office Plant & Building	106,619	106,619
Less Accumulated Depreciation on Post office	(51,145)	(47,717)
Total Post Office	55,474	58,902
Total Fixed Assets	1,657,130	1,508,385

2020 2019

6. Accumulated Funds**Accumulated Funds**

Opening Balance	2,570,104	2,488,090
Current year earnings	173,694	82,015
Total Accumulated Funds	2,743,799	2,570,104
Total Accumulated Funds	2,743,799	2,570,104

7. Commitments

There are known commitments of \$43,743 as at year end in relation to seismic strengthening \$3,515 and foyer upgrade \$40,228. (Last year - \$45,242).

8. Contingent Liabilities and Guarantees

There are no contingent liabilities or guarantees as at 31 July 2020 (Last year - nil).

9. Related Parties

There were no transactions involving related parties during the financial year (Last year - none).

10. Events After the Balance Date

On 26 March 2020, the NZ government imposed a lock-down of all non-essential businesses in the country in an effort to limit the spread of covid-19 virus. The entity is deemed non-essential in this definition. The entity recognises there will be an impact on its operations & its financial performance will reduce for this period and it is unclear at this stage what the consequences will be after the lock-down is lifted. The entity has applied for the wage subsidy and undertaken a high level review of its expected cash flows in the coming months. As the future may bring uncertainties that we cannot at this stage predict the Board understands the need for the audit emphasis of matter statement at this unprecedented time. (Last year - nil).

11. Ability to Continue Operating

The entity will continue to operate for the foreseeable future.

LAKES DISTRICT MUSEUM INC.
BALANCE SHEET AS AT 31 JULY 2020

	31.07.20	31.07.19
TOTAL ACCUMULATED FUNDS	<u><u>\$2,743,800</u></u>	<u><u>\$2,570,106</u></u>
REPRESENTED BY:		
CURRENT ASSETS		
CASH FLOAT MUSEUM POST	\$450	\$450
CASH FLOAT MUSEUM	\$1,100	\$1,100
BNZ CHEQUE ACCT	\$222,541	\$123,236
BNZ SAVINGS ACCT	\$296,535	\$88,096
BNZ TERM DEPOSIT	\$442,167	\$622,202
BNZ CLARKSON SCHOLARSHIP ACCT	\$700	\$1,214
BNZ TERM DEPOSIT DONATION	\$13,310	\$0
BNZ TERM DEPOSIT SCHOLARSHIP	\$103,500	\$103,500
SBS TERM DEPOSIT	\$169,573	\$297,913
PREPAYMENTS	\$7,143	\$12,568
SUNDRY DEBTORS	\$2,153	\$5,114
GST RECEIVABLE	\$0	\$4,624
STOCK ON HAND - MUSEUM	\$42,441	\$56,088
STOCK ON HAND - SKIPPERS BOOK	\$0	\$469
STOCK ON HAND - POST - STAMPS	\$1,415	\$2,613
STOCK ON HAND - POST STATIONERY	\$25,227	\$23,778
TOTAL CURRENT ASSETS	\$1,328,255	\$1,342,965
TOTAL FIXED ASSETS AS PER DEPRECIATION SCHEDULE	<u><u>\$1,657,129</u></u>	<u><u>\$1,508,384</u></u>
TOTAL ASSETS	\$2,985,384	\$2,851,349
LESS CURRENT LIABILITIES		
SUNDRY CREDITORS	\$149,929	\$197,882
DEFERRED COVID WAGE SUBSIDY	\$11,001	\$0
GST PAYABLE	\$11,408	\$0
EDUCATION OFFICER GRANT	\$69,246	\$83,361
TOTAL CURRENT LIABILITIES	<u><u>\$241,584</u></u>	<u><u>\$281,243</u></u>
EXCESS ASSETS OVER LIABILITIES	<u><u>\$2,743,800</u></u>	<u><u>\$2,570,106</u></u>

Approved

Chairman

7 October 2020

The accompanying notes on page 3 form part of this financial report.

LAKES DISTRICT MUSEUM INC.

INCOME STATEMENT AND
MOVEMENTS IN CAPITAL FOR THE YEAR ENDED 31 JULY 2020

	31.07.20	31.07.19
MUSEUM		
Gross Profit-Museum Trading	\$320,249	\$142,651
Plus Admissions	\$250,741	\$312,889
Subscriptions	\$3,382	\$4,664
Donations-Museum	\$33,630	\$31,511
Sundry Income	\$8,890	\$13,315
Grants	\$100,000	\$80,000
Interest	\$31,283	\$35,421
TOTAL INCOME - MUSEUM	\$748,175	\$620,451
Less Expenses		
Sales & Running Expenses	\$211,858	\$44,809
Personnel Expenses	\$300,877	\$332,350
Displays	\$4,075	\$592
Administration Expenses	\$95,762	\$103,647
Scholarship Payment	\$3,500	\$2,333
Depreciation	\$53,892	\$58,158
TOTAL EXPENSES - MUSEUM	\$669,964	\$541,889
NET PROFIT - MUSEUM	\$78,211	\$78,562
MUSEUM POST		
Gross Profit - Post - Stamps	\$7,518	\$13,632
Gross Profit - Post - Stationery	\$48,901	\$51,734
Mail Handling	\$36,458	\$34,447
Commission - TrustPower	\$0	\$38
Donations	\$2,921	\$4,990
Rent Received	\$7,500	\$9,900
Sundry	\$925	\$133
TOTAL INCOME - POST	\$104,223	\$114,874
Less Expenses		
Sales & Running Expenses	\$1,300	\$1,375
Personnel Expenses	\$93,429	\$95,757
Administration Expenses	\$10,964	\$10,763
Depreciation	\$3,428	\$3,526
TOTAL EXPENSES - POST	\$109,121	\$111,421
NET PROFIT - POST	-\$4,898	\$3,453
Net Profit - Museum	\$78,211	\$78,562
Net Profit (Loss) - Post	-\$4,898	\$3,453
Covid paid subsidy	\$100,381	\$0
TOTAL PROFIT	\$173,694	\$82,015
ACCUMULATED FUNDS AT BEGINNING OF YEAR	\$2,570,106	\$2,488,091
ACCUMULATED FUNDS AT END OF YEAR	\$2,743,800	\$2,570,106

The accompanying notes on page 3 form part of this financial report.

**LAKES DISTRICT MUSEUM INC.
NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 JULY 2020**

1 STATEMENT OF ACCOUNTING POLICIES

The Museum is incorporated under the Incorporated Societies Act and is required to provide a financial report which discloses income and expenditure as well as assets and liabilities. The report is exclusively for the members' use.

GENERAL ACCOUNTING POLICIES

The measurement base adopted is that of historical cost using accrual accounting except for income from investments which is credited to the income statement upon receipt. Reliance is placed on the fact the Museum is a going concern. There have been no changes in accounting policies. All policies have been applied on bases consistent with those used in previous years.

PARTICULAR ACCOUNTING POLICIES

The following particular accounting policies which significantly affect the measurement of profit and financial position, have been applied.

(a) Accounts receivable

Accounts receivable are stated at their estimated net realisable value.

(b) Inventory

Inventory is valued at the lower of cost and net realisable value on a first-in, first-out basis.

(c) Depreciation

Depreciation has been charged at the following rates:

Building - 1.25% sl to 2.5% sl & dv and Plant & equipment - 11.4 - 50% dv.

(d) Fixed Assets

Fixed assets are stated at cost less accumulated depreciation.

Donated assets and artefacts are not valued or recorded for financial reporting purposes. Assets under construction are depreciated from the date the construction is completed. Certain assets are not considered depreciable and this is reflected in the depreciation schedule.

(e) Goods and Services Tax

These accounts have been prepared exclusive of Goods and Services Tax.

(f) Grants & Donations

Grants and donations will be treated as income when received.

2 OTHER INFORMATION

There are continuing costs for the lobby upgrade and the seismic strengthening.

3 RELATED PARTY TRANSACTIONS

There have been no related party transactions during the current financial year (prior year - none).

4 INCOME TAX

The Museum is exempt from income tax.

5 Comparative Figures

Certain comparative figures have been reclassified to conform to the current year's presentation.

LAKES DISTRICT MUSEUM, INC

DEPRECIATION SCHEDULE FOR THE YEAR ENDED 31 JULY 2020

MUSEUM	COST PRICE	DEPR RATE	DEPN METH	ACCU DEPN	BOOK VALUE	ADJ	ADDITIONS	DISPOSALS	DEPN FOR YEAR	ACCU DEPN	BOOK VALUE
				31.7.19	31.7.19					31.07.20	31.07.20
Bank Building	59,463	0.0125	sl	31,719	27,744				723	32,442	27,021
Seismic strengthening	100,593	0	0	100,593			163,513		0	0	264,106
New Wing	204,972	0.025	sl	187,217	17,755				5,124	192,341	12,631
Extensions Stairs	60,912	0.025	sl	39,193	21,719				1,523	40,716	20,196
Extension Lane	64,023	0.025	sl	41,625	22,398				1,601	43,226	20,797
Extension Stage 3	162,236	0.025	sl	97,512	64,724				4,056	101,568	60,668
Street Scene	188,512	0	0	188,512					0	0	188,512
Street Scene Grant	-189,800	0.025	dv	33,960	314,696				2,615	36,575	312,081
Staff Room & Archives	348,655	0.15	dv	43,704	1,515				227	43,931	1,288
Community Artworks	775	0	n/a	0	775				0	0	775
Plant	43,532	0.15	dv	43,532	0				0	43,532	0
Speaking of Change	19,389	0.15	dv	19,389	445				67	19,456	378
Carpets	16,025	0.15	dv	15,903	122				122	16,025	0
Laminator	1,394	0.15	dv	1,458	-64				-64	1,394	0
Audio Visual	27,058	0	n/a	0	27,058				0	0	27,058
Heating System	31,197	0.12	sl	22,509	8,688				1,043	23,552	7,645
Land	130,000	0	n/a	0	130,000				0	0	130,000
Land PO	75,124	0	n/a	0	75,124				0	0	75,124
Rees Tea Set	8,889	0	n/a	0	8,889				0	0	8,889
Rees Tea set donations	-8,869	0	n/a	0	-8,869				0	0	-8,869
Medal display	3,556	0.025	dv	724	2,832				71	795	2,761
Strongroom display - net	14,101	0.025	dv	2,875	11,226				281	3,156	10,945
Display - Gold	16,495	0.025	dv	3,191	13,304				333	3,524	12,971
Display - Chinese	15,112	0.025	dv	2,612	12,500				313	2,925	12,188
Light Fixtures	6,257	0.20	dv	5,207	1,050				210	5,417	840
Notice Board	1,213	0.13	dv	815	398				52	867	346
Bench Seat	795	0.2	dv	621	174				174	795	0
Ottoman	500	0.2	dv	378	122				122	500	0
Archives lighting	2,371	0.2	dv	1,781	590				118	1,899	472
Gallery lighting	18,445	0.2	dv	11,757	6,688				1,338	13,095	5,350
Toilet Upgrade	56,667	0.025	dv	5,706	52,961				883	6,589	52,098
Computers - 3	4,087	0.5	dv	3,367	730				183	3,550	548
Geology & Music display	9,029	0.2	dv	779	8,250				138	917	8,113
Videos for display	1,800	0.4	dv	1,375	425				170	1,545	255
Projector	8,423	0.25	dv	4,519	3,904				976	5,495	2,928
HP Computer	1,649	0.5	dv	1,412	237				237	1,649	0
HP Prodesk PC	8,603	0.2	dv	1,441	290				145	1,586	145
Entry Doors	6,302	0.2	dv	3,496	5,107				1,021	4,517	4,086
Storage Area	957	0.5	dv	2,662	3,640				728	3,390	2,912
Inspiron 15 Computer	21,072	0	dv	0	21,072				0	0	21,072
Gaol	1,090	0.2	dv	54	1,036				35	89	1,001
Bench Seat	8,270	0.2	dv	1,220	7,050				766	1,986	6,284
Cabinet upgrades	18,181	0.2	dv	0	18,181				0	0	18,181
Window upgrades	70,122	0	dv	0	70,122		41,104		0	0	111,226
Reception	408,284	0.2	dv	47,075	361,209				24,081	71,156	337,128
Storage Area	14,195	0.2	dv	406	3,760				188	3,948	3,572
Heatpump	14,195	0.25	dv	1,719	12,476				780	2,499	11,696
Carpet	13,746	0.4	dv	3,666	10,080				2,688	6,354	7,392
Speakers, Projector	8,420	0.4	dv	561	7,859				524	1,065	7,335
POS	2,137,394	0.5	dv	687,914	1,449,480		206,066		53,892	741,806	1,601,654
Computer									121	121	1,328
TOTALS											

SCHEDULE OF DEPRECIATION - MUSEUM POST

	COST PRICE	DEPR RATE	DEPN METH	ACCU DEPN	BOOK VALUE	ADJ	ADDITIONS	DISPOSALS	DEPN FOR YEAR	ACCU DEPN	BOOK VALUE
				31.7.19	31.7.19					31.07.20	31.07.20
Post Office Building	53,272	0.025	sl	30,000	23,272				1,250	31,250	22,022
Cash Register	1,734	0.15	dv	1,658	76				76	1,734	0
Reserve	13,618	0.04	sl	10,892	2,726				545	11,437	2,181
Sorting Room	2,140	0.114	dv	1,751	389				44	1,795	345
Heaters	4,394	0	n/a	0	4,394				0	0	4,394
Gardens	1,299	0.5	dv	1,185	114				114	1,299	0
Computer	583	0.13	dv	77	507				44	121	462
Carpet	7,335	0.2	dv	1,480	5,846				780	2,270	5,068
Heatpump	4,974	0.2	dv	663	4,311				575	1,238	3,735
Lighting	106,619	0.2	dv	47,716	58,904		0		3,423	51,144	55,475
TOTAL											

Insurance building reinstatement value excluding land

\$ 7,800,000.00
 Museum \$3,590,000
 PO \$1,630,000

The accompanying notes on page 3 form part of this financial report.
 Page 4 of 4

ERASMUS Ilse

Jacks Point Residents & Owners Association Inc

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Please find pdf document emailed separately as part of this submission on behalf of the Jacks Point Residents and owners association Inc. This has been emailed to letstalk@qldc.govt.nz

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

SUBMISSION

JACKS POINT QLDC 10 YEAR FUNDING PLAN SUBMISSION

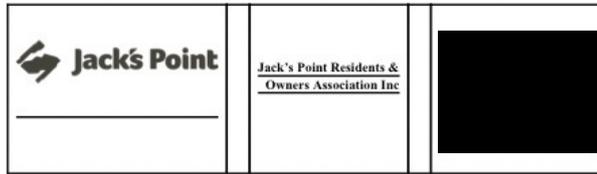


Jack's Point

Set in a panoramic landscape on the edge of Lake Wakatipu, Queenstown, forever protected.

APRIL 2021

COMPILED BY: C GEDDES, I ERASMUS O DAY
EMAIL: [REDACTED]@ [REDACTED]



Jacks Point Residents and Owners Association Inc.

The above association has been advised by council officers to seek recognition as a legitimate community association by submitting to the Ten Year Plan 2021 – 2031.

We provide the following information for your consideration.

1. The Jacks Point Owners and Residents Association (JPROA) is an incorporated society which was formed in 2006 to own and operate the infrastructure of the Jacks Point development and to represent the interests of the owners and residents in community affairs. JPROA is the only community association in the district that represents all residents within its area because all property owners in the development are required to become members.
2. There are 514 houses in the residential precinct which has capacity for 804. The village precinct has planned capacity for a further 1400 dwelling and accommodation units plus a retail and commercial sector. All of the new property owners in the village will become members of the JPROA.
3. JPROA members pay annual property levies to fund the maintenance and operation of the water supply, wastewater, storm water and open space infrastructure within the resort zone. Management of the infrastructure, administration of the association and accounting services are all undertaken by contract with local suppliers.
4. JPROA members pay rates to the Otago Regional Council and the QLDC.
5. The society is governed by three Precinct Committees. Each of these committees elects two persons to an Area Committee. These committees make all of the governance and management decisions that control the operation of the infrastructure which includes significant areas of open space and landscape planting.
6. The JPROA constitution does contain, for three of the four committees, provisions for a controlling member casting vote which has to date been used to effect constitutional changes and structural changes but has not been consistently used on day-to-day management and operational matters.

7. The Residential Precinct Committee, which represents the residential property owners, is not subject to the controlling member provision. It is this committee that will make the majority of decisions in regards to the projects for which QLDC support is being sought.

8. Within Jacks Point there is an extensive network of walking and cycling trails and open space which is maintained through the levy system by the members of the JPROA. All of these facilities and amenities are open to and are extensively used by the general public.

9. The JPROA seeks council's recognition as a community organisation in order to progress the development of facilities within the suburb which will enhance the quality of life for residents and the community of the Wakatipu basin.

11. Volume 2 of the Ten Year Plan, 30 Year Infrastructure Strategy, identifies on Page 42 4.3 Enabling Growth, the Southern Corridor as a priority development area within the draft Queenstown Lakes District Spatial Plan. The corridor is identified as requiring a "wide range of community infrastructure (eg 3Water, transport, waste management and minimization, community facilities, open spaces)"

12. The land holdings within the corridor, being the Special Housing Area, Henley Farm, Jacks Point, and Lakeside Estate, are all zoned for and are being actively developed as residential housing and currently contain in excess of 1200 residences. Adjoining land, Homestead Bay and the Jacks Point village are seeking consents for more intensive development as part of the District Plan Review process.

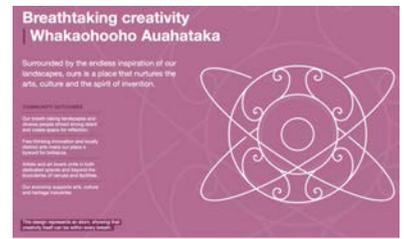
13. We note that in the Ten Year Plan there is significant expenditure for Community Facilities allocated to the Ladies Mile area even though the consents for residential development have yet to be applied for. The Plan contains no such allocation for the Southern Corridor where there is rapid growth in the consented development areas.

14. JPROA have identified a number of projects for which it seeks council support and these are detailed in the associations Ten Year Plan submission which follows.

PROPOSED JACKS POINT COMMUNITY PROJECTS

We have identified 4 over-arching projects that we would like to progress here at Jacks Point. We need to be able to assign resources to deliver these projects and as ratepayers seek a funding contribution to help progress these projects.

1. Community Connection
2. Community Facility
3. Urban Greening Programme
4. Waste Minimisation



PROJECT 1 - COMMUNITY CONNECTION

We would like to receive funding to support our initiatives supporting community connection.

QLDC 2050 VISION supporting this initiative (includes the community wellbeing):

- Breathtaking Creativity
- Pride in Sharing our Places
- Thriving People

VALUE TO THE WIDER COMMUNITY

Frankton to Kingston Corridor is one of the fastest growing communities in the Wakatipu Basin. To create cohesive communities with a strong identity and connection we believe in supporting investment that promotes community connection. A well connected community fosters breath-taking creativity among all of our whanau, where we can celebrate both our heritage and our diversity.

Communities with a strong community connection also take pride in sharing our Places – which at the base of the Remarkables is a truly unique landscape.

Our Goal aligns with the 2050 Vision to see this community thriving.

COMMUNITY CONNECTION PROJECTS:

1. **JP Residents Website**, social media communications platform to allow for timely, open dialogue among our residents, neighbours and other stakeholders. This will include facilitating disaster recovery comms. (Estimate \$5,000)
2. **BBQ Area at the Jack Tewa Playground** as per JPROA Design to encourage community to come together. (Estimate \$10,000)
3. **Bike Skills Track** allow our young and old to play together, exercise is a crucial tenet to community wellbeing (Estimate \$10,000)
4. **Upgrading Jack Tewa park** to include safety gate and sun sail shade cover (Estimate \$10,000)
5. **Upgrade the ablution block at the sports fields** - this has been a temporary facility for the past 10 years and wholly neglected by council. (Estimate \$50,000)
6. Tennis Courts resurfacing. Resurfacing of the tennis courts is required as they have incurred gradual deterioration over the past few years.
7. *Upgrades currently provided for the Jack's point playground on the QLD asset schedule are \$140,000. Jacks Point sports field provides for \$780,547. These funds could be utilised for the improvements suggested above (refer of 182018/19 QLD Development Contributions policy schedule of Assets)*
8. **Trail Connections across our community** : Frankton cycleway, Hanley Farm Connections, Kea Crossing – create physical connections between our growing developments that allow safe movement between neighbourhoods. (\$10,000)
9. **CDEM Generator** - Our community association requires an additional generator to support our community in the event of a civil defence emergency. (\$3,000)

COMMUNITY CONNECTION PROJECTS CONTD:

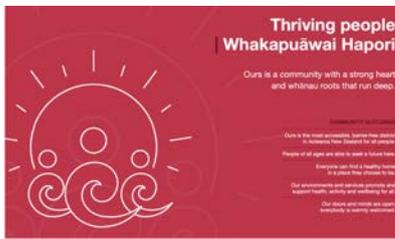
Proposed Concept Drawings

Illustration 1: BBQ Facilities at Jack Tewa Reserve



3 JP Reserve Barbeque
Sketch View 1

SITE Landscape Architects



PROJECT 2 COMMUNITY FACILITY/INFRASTRUCTURE

We would like to receive funding to support the development of a community facility at Jacks Point. This funding would allow us to progress a feasibility study to develop a comprehensive project plan for a community facility at Jacks Point.

QLDC 2050 VISION supporting this initiative (includes the community wellbeings):

- Thriving People
- Pride in Sharing our places
- Disaster Defying Resilience

VALUE TO THE WIDER COMMUNITY

Many of the more established communities across the Wakatipu Basin have an array of community facilities available for community use. These include schools, sports clubs, churches, organisations and halls.

The new & growing community at Jacks Point, Hanley Farm, Homestead Bay, Coneburn have none of these facilities to use to allow their communities to come together. Furthermore in the event of a disaster we have no community facility that may function as a refuge for displaced members of our community.

We see it as a high priority that our new and growing community has a community facility.

Our Goal aligns with the 2050 Vision to see this community thriving.

COMMUNITY FACILITY PROJECT:

Planned Projects in Support of this goal include the following:

1 Plan a more coordinated Approach to community facility development. Work with the developer during CDP consultation to identify siting of a JP community Facility within the village and ensuring the developer/ community facility interface works optimally. *(CDP provides for the provision of land to be vested in council for some form of community infrastructure as a key benefit)*

This may include:

- a. **Securing Funding from council as part of their developer contributions** in the village for the land cost and working with the developer to put the facility on site
We have done a theoretical calculation of Developer Contributions based on the updated Developer Contribution Policy
- b. **Look at provision of a community facility in lieu of paying development contributions or other forms of dispensation such as car parking**
- c. **Hosting an event to discuss facility needs** and identify possible other stakeholders, businesses and developers
- d. **Shifting the emphasis of buildings as places where people come to work to being community facilities** that host a range of activities (vertical facility development eg shared workspace and space for community activity)
- e. **Co-locate other clubs such as those identified in the QLDC 2018 community facilities document** as requiring space to create collaboration opportunities for community groups and services (including but not limited to Southern Lakes NZDA, Jigsaw Central Lakes, ICAN, QT Mountain Bike Club, Wakatipu Lakes Women in Business, QT Bridge Club, Alzheimers Society Otago, Gay QT, Wakatipu Anglers Club)

2 Community Consultation on facility scoping size, utilization and possible funding

3 Complete a full feasibility Plan, including sustainable and flexible innovation and adopting good design principles.

4 We envisage that our community facility will be used by the entire community for disaster recovery.

5 We envisage the facility will be utilised for community meetings, workshops and events, and become a hub for the community.

6 We will require support from QLDC as it refines its community facilities plan over the coming months and evidence what can be learned from the Ladies Mile pilot for any new community facility QLDC will be working with both the Three Lakes Cultural Trust and the Wakatipu Community Hub Trust to develop either new or combined facilities in Frankton.

Planning work and consultation will be undertaken to determine what facilities might be required in Central Queenstown in advance of any changes needed as part of the later stages of the arterial road project e.g. de-commissioning of Memorial Hall.

Additional Funding Sources

<https://www.communitymatters.govt.nz/lottery-community-facilities/>

References: Our Community Spaces, Dec 2018

QLDC Ten Year Plan Vol 1

Proposed Comprehensive Development Plan for the Jack's Point Village as at September 2020 Land identified for Community Activity

2.4 / Land Use Precinct – Masterplan



Proposed Comprehensive Development Plan for the Jack's Point Village as at September 2020

2.5 / Proposed Comprehensive Development Plan Area Summary



The proposed Village Comprehensive Development Plan area is a total of 49.00ha, and can be further described as:

PROPOSED CDP	AREA
CDP – LANDUSE PRECINCTS	19.00 HA
CDP – OPEN SPACE (INCLUDING STREETSCAPES ETC)	30.00 HA
TOTAL	49.00 HA

Land uses within the CDP Area are designated by precincts ensuring that uses are in locations that are complimentary to one another, providing for:

CDP PRECINCTS	AREA
MIXED USE	6.40 HA
RESIDENTIAL	5.00 HA
VISITOR ACCOMMODATION	6.60 HA
COMMUNITY ACTIVITIES	1.00 HA
VILLAGE OPEN SPACE	30.00 HA
TOTAL	49.00 HA

The CDP allows for a total site coverage of 12.00ha.

2.6 / Summary of Activities allowed in the Village

Activities that are anticipated to be allowed for within each landuse precinct are listed below:

Mixed Use Precinct

The Mixed-use Precinct provides for the following activities:

- Visitor Accommodation
- Residential Visitor Accommodation
- Homestays
- Retirement Villages
- Retail Activities located at ground floor level within the areas illustrated as Ground Floor Retail Frontage on the Ground Floor Retail Frontage Plan.
- Within Mixed Use Area M-9 Commercial activity is restricted to retailing with no limitation on the maximum net floor area to allow for a supermarket.
- Community Activities
- Commercial Activities
- Technology and Innovation based businesses.

Visitor Accommodation Precinct

The Visitor Accommodation precinct provides for the following activities:

- Visitor Accommodation
- Residential Visitor Accommodation
- Homestays
- Retirement Villages
- Premises for the sale and consumption of food and beverages provided they do not exceed 400m² of Public Area

Residential Precinct

The Residential precinct provides for the following activities:

- Residential Activity

Community Facilities Precinct

The Community precinct provides for the following activities:

- Health
- Welfare
- Safety
- Education
- Cultural and Spiritual Wellbeing
- Day Care Facilities
- Hospitals
- Doctors Surgeries and other Health Professionals
- Halls
- Libraries
- Community Centres
- Police Purposes
- Fire Stations

Open Space Precinct

The Open Space precinct provides for the following activities:

- Recreation Amenities
- Playgrounds
- Landscaping
- Roads, Vehicle Access, and Parking
- Street Furniture
- EV Charging Stations
- Facilities in support of Pedestrian, Cycle Trails, and Laneways
- Lighting
- Stormwater Retention
- Underground Services

TYPES OF CONTRIBUTIONS REQUIRED BY GEOGRAPHIC AREA - WITHIN RURAL AREAS

	WATER SUPPLY	WASTEWATER	STORMWATER	TRANSPORTATION	RESERVE LAND	RESERVE IMPROVEMENTS	COMMUNITY FACILITIES	OTHER/ MISCELLANEOUS
GEOGRAPHICAL AREA	Rural general and other rural zonings.	Rural general and other rural zonings.	Rural general and other rural zonings.	Rural general and other rural zonings.	Rural general and other rural zonings.			
CONTRIBUTION TYPE	Nil, unless supplied by a scheme.	Nil, unless supplied by a scheme.	Nil, unless supplied by a scheme.	Development Contributions	Development Contributions Land, Money or Combination of Both	Development Contributions	Development Contributions	Financial Contributions
LEGISLATION	Scheme charge to apply and any network extension costs.	Scheme charge to apply and any network extension costs.	Scheme charge to apply and any network extension costs.	Assess and collect development contributions as provided by Part 8, Subpart 5 and Schedule 13 of LGA 2002 from 1 July 2006.	Assess and collect development contributions as provided by Part 8, Subpart 5 and Schedule 13 of LGA 2002 from 1 July 2004.	Assess and collect development contributions as provided by Part 8, Subpart 5 and Schedule 13 of LGA 2002 from 1 July 2004.	Assess and collect development contributions as provided by Part 8, Subpart 5 and Schedule 13 of LGA 2002 from 1 July 2004.	Environmental effects - chapter 15 District Plan and variations i.e. environmental considerations.
GEOGRAPHICAL AREA	Hawea Rural Residential	Hawea Rural Residential	Hawea Rural Residential					
CONTRIBUTION TYPE	Development Contributions	Development Contributions	Development Contributions					
LEGISLATION	Hawea development contributions payable	Hawea development contributions payable	Hawea development contributions payable					
GEOGRAPHICAL AREA	Aubrey Road Rural residential	Aubrey Road Rural residential	Aubrey Road Rural residential					
CONTRIBUTION TYPE	Development Contributions	Development Contributions	Development Contributions					
LEGISLATION	Wanaka development contributions payable	Wanaka development contributions payable	Wanaka development contributions payable					

Amendment 10 – Updated capital costs in the 2021 Long Term Plan

The capital costs for both recent actual capital expenditure and the forecast capital expenditure in 2021 Long Term Plan have been updated leading to update the dollar value of Community Facilities per dwelling equivalent (DE) in contributing areas. The schedule of development contributions per DE required by contributing areas is found below:

SCHEDULE OF DEVELOPMENT CONTRIBUTIONS PER DWELLING EQUIVALENT REQUIRED BY CONTRIBUTING AREA (EXCLUDING GST)										
Contributing area*	Water Supply	Wastewater	Stormwater	Reserve Improvements	Premier Sportsground - Reserve land contribution	Community Infrastructure	Transportation	Transportation - EAR ²	Total Cash Contribution	Local/ Community Reserve Land
Queenstown	\$4,464	\$6,267	\$3,670	\$1,233	\$500	\$3,648	\$3,437	\$763	\$23,982	17.5m ² / DE in applicable areas ⁶
Frankton Flats	\$4,464	\$6,267	\$4,883	\$1,233	\$500	\$3,648	\$3,437	\$763	\$25,195	
Arrowtown	\$3,908	\$3,345	\$446	\$1,233	\$500	\$3,648	\$3,437		\$16,517	
Glenorchy	\$10,688	^	\$434	\$1,233	\$500	\$3,648	\$3,437		\$19,940	
Lake Hayes	\$4,464	\$4,013		\$1,233	\$500	\$3,648	\$3,437		\$17,295	
Shotover Country	\$4,464	\$1,966		\$1,233	\$500	\$3,648	\$3,437		\$15,248	
Arthurs Point	\$1,867	\$6,267		\$1,233	\$500	\$3,648	\$3,437		\$16,952	
Kingston Township # %	\$9,516 #	^	^	\$1,233	\$500	\$3,648	\$3,437		\$18,334	
Kingston - KVL zone %	\$1,977	\$2,719	\$1,388	\$1,233	\$500	\$3,648	\$3,437		\$14,902	
Ladies Mile	\$4,464	\$2,781	^	\$1,233	\$500	\$3,648	\$3,437		\$16,063	
Southern Corridor	\$4,464	\$6,267		\$1,233	\$500	\$3,648	\$3,437		\$19,549	
Wānaka	\$6,854	\$5,795	\$2,119	\$2,383		\$3,744	\$1,873		\$22,768	
Hāwea	\$5,542	\$16,942	\$403	\$2,383		\$3,744	\$1,873		\$30,887	
Albert Town	\$6,854	\$5,795	\$350	\$2,383		\$3,744	\$1,873		\$20,999	
Luggate	\$6,490	\$5,795	\$295	\$2,383		\$3,744	\$1,873		\$20,580	
Cardrona	\$8,490 #	\$15,850 #		\$2,383		\$3,744	\$1,873		\$32,340	
Cardrona – MCS zone *	\$7,920	\$12,420		\$2,383		\$3,744	\$1,873		\$28,340	
Other Wakatipu				\$1,233	\$500	\$3,648	\$3,437		\$8,818	
Other Wānaka				\$2,383		\$3,744	\$1,873		\$8,000	

* Different contributions payable in Mount Cardrona Station zone and Kingston Village Limited (KVL) Zone as per PDA
 % In Kingston a Targeted Rate of \$1,025 will also be charged for all 3-waters. This will be indexed each year at 2.5%p.a.
 # Includes 20% funding from small townships scheme
 ^ Development contribution to be confirmed when final planning, design and costing has been completed



PROJECT 3 - URBAN GREENING PROGRAMME

We would like to receive funding to support the adoption of an urban greening programme across Jacks Point.

QLDC 2050 VISION supporting this initiative (includes the community wellbeings):

- Thrivng People
- Pride in Sharing our places
- Deafening Dawn Chorus
- Supports Zero Carbon Communities

VALUE TO THE WIDER COMMUNITY

Jacks Point has uniquely been built and designed on a premise of a built environment of 5% and maintaining the natural environment at 95% of the development space.

Amid the Village CDP a re-introduction of native beech forest has been provided for a strong natural framework for the integration of buildings into the natural landscape setting of the Village.

In addition to the existing landscaping we would like to see slopes and gullies returned to their natural state, providing permanent green cover, soil cover and planting reminiscent of what was seen around the shores of lake Wakatipu in days gone by.

Not only will permanent planting of these areas create corridors and habitats for native birdlife to encourage once again a deafening dawn chorus...but as Kaitiaka of this special place it is our duty and privilege to restore the incredible environment of flora and fauna.

URBAN GREENING PROGRAMME CONTD

Under a permanent green-cover this urban greening programme will set the standard for combating biodiversity loss, preventing topsoil erosion, building soil biology and carbon to offset built forms. We can aspire to achieve a carbon zero development.

What is good for soil biology is ultimately good for us and by reducing our reliance on sprays and avoiding ongoing high maintenance costs we can herald the development of new regenerative landscapes within an urban context – setting the example for future neighbourhoods and responsible, sustainable development.

An urban greening programme also provides another opportunity for our community to come together, as volunteers and taking pride in sharing our unique place.

Planned Projects in Support of this goal include the following:

- 1) Work with the developer during CDP consultation to identify siting of **regenerative planting works programme** and extend this out from CDP land to include gullies and sloped across Jacks Point
- 2) **Consultation** on regenerative planting plan
- 3) Identify alternative **funding** sources
- 4) Community Volunteer **planting days**
- 5) Ongoing bird spotting, native flora and fauna **monitoring**

Additional Funding Sources:

Community Trust of Southland

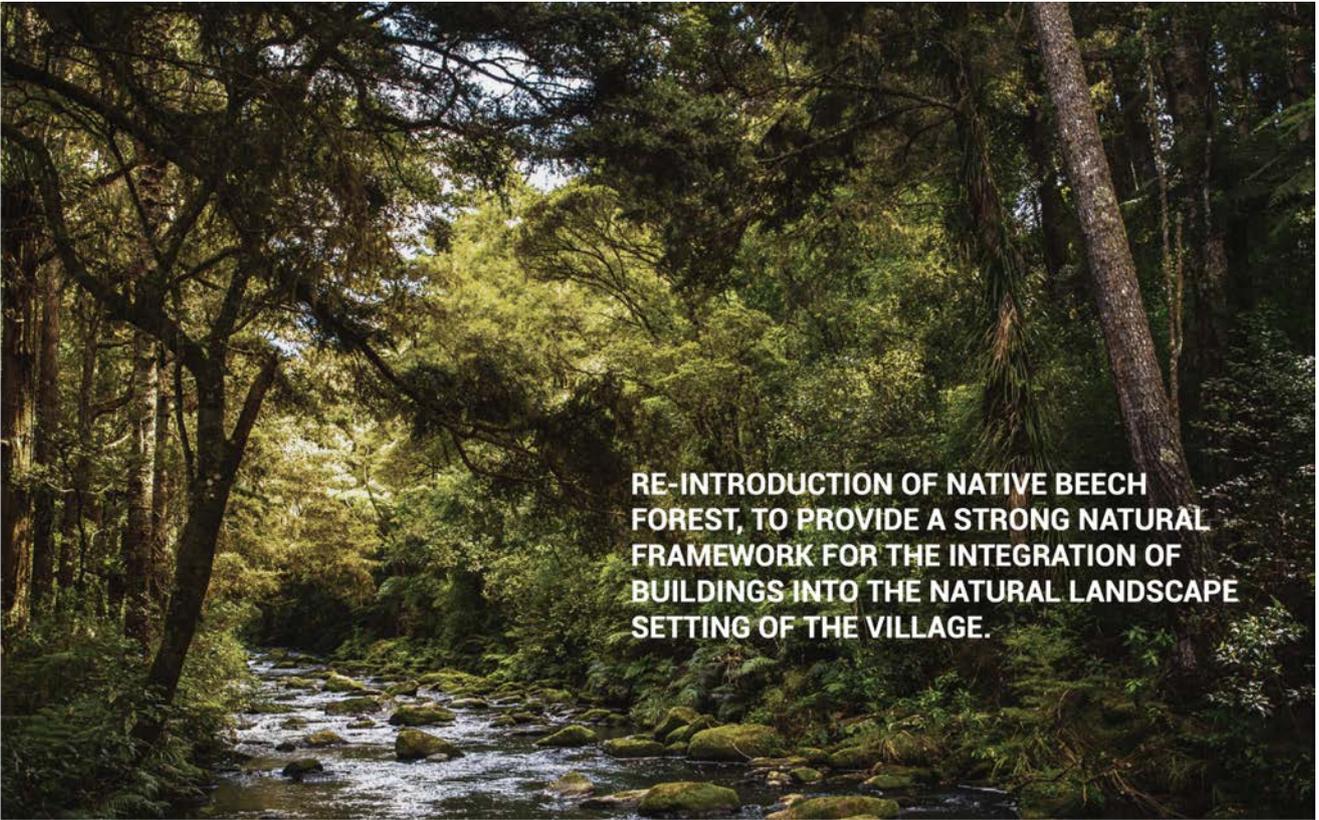
Central Lakes Trust

- 1 Billion Trees – MPI <https://www.mpi.govt.nz/funding-and-programmes/forestry/planting-one-billiontrees/>
<https://www.mpi.govt.nz/forestry/funding-tree-planting-research/one-billion-trees-programme/direct-landowner-grants-from-the-one-billion-trees-fund/>
<https://www.mpi.govt.nz/forestry/funding-tree-planting-research/one-billion-trees-programme/partnership-grants-from-the-one-billion-trees-fund/>

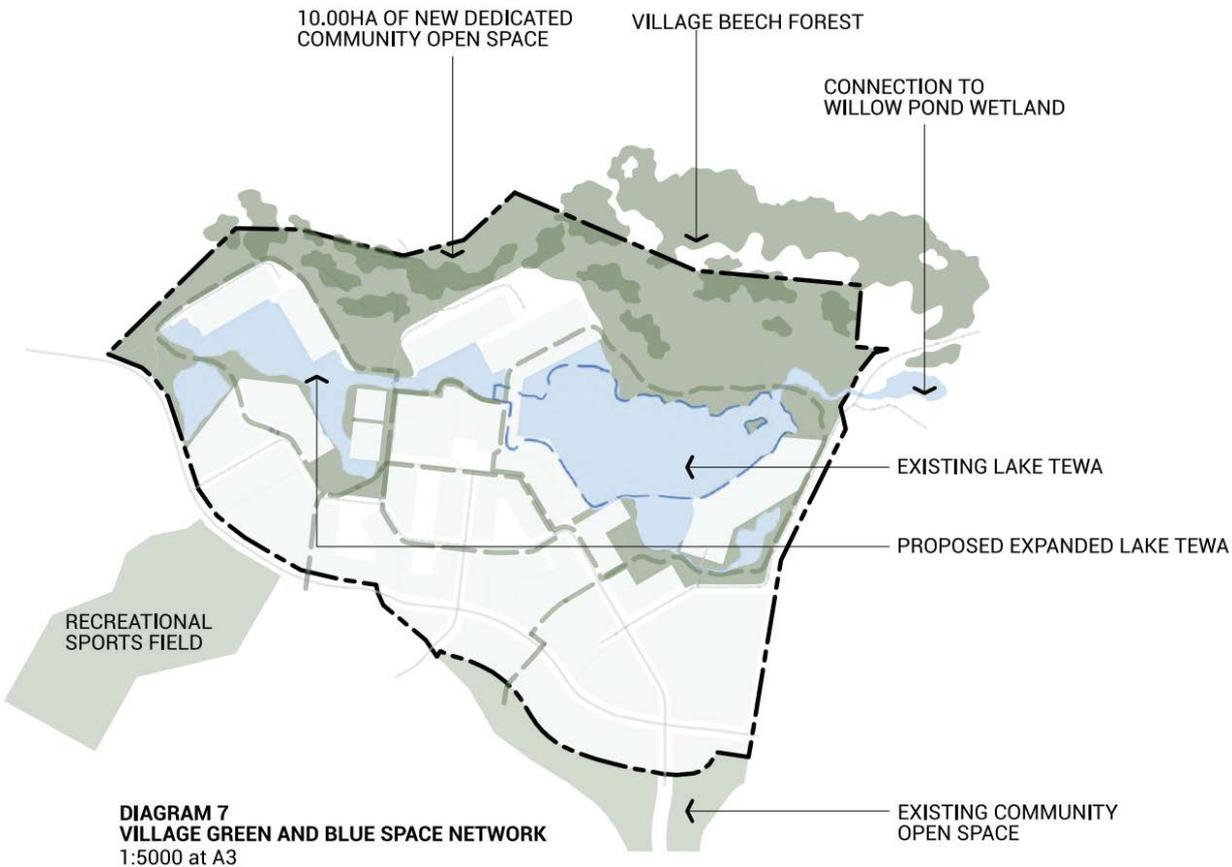
<https://www.treesthatcount.co.nz/>

Perpetual Guardian Trust

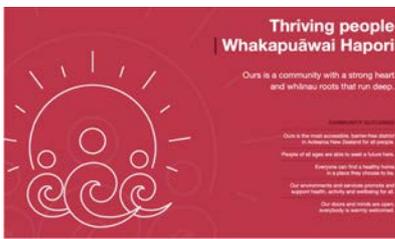
https://www.perpetualguardian.co.nz/philanthropy/grant-seekers/?gclid=EAlaIQobChMIlu3cvuno7wIVjB0rCh2LWABAEAAAYASAAEgLVd_D_BwE



RE-INTRODUCTION OF NATIVE BEECH FOREST, TO PROVIDE A STRONG NATURAL FRAMEWORK FOR THE INTEGRATION OF BUILDINGS INTO THE NATURAL LANDSCAPE SETTING OF THE VILLAGE.



Connected Green and Blue Spaces providing for a range of different experiences and activities throughout the Village.



PROJECT 4 - WASTE MINIMISATION

We would like to receive funding to support the implementation of a Waste Minimisation programme at Jacks Point

This supports:

- QLDC 2050 VISION - Community Wellbeing/Zero Carbon Communities
- Waste Minimisation Management Plan 2018
"Towards zero waste and a sustainable district"
- 1. Improve the Efficiency of resource use
- 2. Reduce the harmful effects of waste

From the draft 10 year plan goals:

1. Work with community groups, event organisers, residents and business on initiatives that drive waste minimisation.
2. Provide organic waste drop off facilities and mulching of material for beneficial use on local parks and reserves
3. Total waste diverted Year 1 >7800t to Year 4 >23,000t
4. Total waste sent to landfill Year 1 <42,000t to Year 4 <59,000t

VALUE TO THE WIDER COMMUNITY

At Jacks Point we would like to introduce a community composting system across the development that would reduce green waste at source and create a closed system whereby the inputs collected are composted and then returned for residents to use to compost their gardens and shared community open spaces. We would align our activities with the QLDC Waste Minimisation Management Plan 2018. In turn this would reduce the overall amount of waste being collected from Jack's Point and taken to landfill helping the council to achieve its Waste Minimisation goals as above and lower CO2 emissions from waste to landfill in the district as well providing a much healthier environment for us to live in.

Waste Minimisation Goals:

- o Divert 52% of all kitchen and green waste from going to landfill [96t]*
- o Align with the WasteNot target of diverting 62% of total waste going to landfill (7.08kg of the average wheelie bin of 11.38kg (600 houses in Jack's Point = 355t of waste to landfill per year).
- o Continue to educate residents on reducing contamination in their recycling bins.

WASTE MINIMISATION PROJECTS:

Planned Projects in Support of this goal include the following:

1. **Education/Behaviour Change** - Work with Council and residents to educate them on waste reduction strategies that will drive waste minimisation and reduce MRF recyclable contamination. This will include composting workshops, guidelines, education on new recycling rules. We would look to utilise services already available in the first instance and then develop key communications for residents. - Funding required \$2,000
2. **Install Green Waste Compost collection Bins across the development** - Funding \$5000. This would focus mainly on green waste from residential gardens, the Golf course and surrounding green spaces.
3. **Create a food waste focussed composting facility on-site** that allows us to return nutrients back into the soil - Fund a pilot/trial \$5,000 These would be in the form of Hot composting boxes (see below).
4. Work With the developer on the Village construction to identify how we can minimize **C&D waste** during the village development phase esp for those without space on site and how composting/ green waste can be recycled in the village (residents and commercial)

Hot Composting Boxes:

The recent QLDC Kerbside Waste SWAP Analysis found that the average wheelie bin contains 6.18kg of organic waste (kitchen waste comprised 62% (3.85kg) and 2.07kg of green waste (34%). With Jack's Point having 600 residential units (not including the new village) each with a landfill wheelie bin that's approx 3708kg total of organic waste per week [2310kg (2.3t) of kitchen waste and 1242kg (1.2t) of green waste each weekly]- making the yearly total 192816kg or *192 tonnes in just kitchen and green waste just from Jack's Point* going to landfill. This is a huge amount that could be diverted from landfill and utilised to build our soil and environment. *The analysis by WasteNot for QLDC stated that 52% of all organic material going to landfill could be diverted. So we would start with this figure for our goal of reducing organic waste going to landfill from Jack's Point.

In 2020 two students from Wakatipu High School presented a community compost system for Jack's Point. Their idea is hot composting boxes that are 1.5m x 1.5m in size and designed and managed for peak use. Charge a monthly cost per household, food waste dropped off and hot composted, then have an output so organic materials go back to the soil, locally based closed loop system, room for it to grow, community engagement, empowerment and education - a model similar to Kai Cycle in Wellington (<https://kaicycle.org.nz>).

This project could also look for funding for a **chipper for a carbon source** for the compost. First step though would be to **analyse volumes and profile waste streams** in Jack's Point as well as take into account residential precinct and Village growth predictions - although volumes and categories are likely to be similar to the recent QLDC Kerbside Waste SWAP Analysis. This project could also take into account any hospitality and commercial green/organic waste such as the restaurant.

WASTE MINIMISATION PROJECTS:

Additional Funding Sources:

QLDC Waste Fund – Funding Application 21 April

<https://www.qldc.govt.nz/services/rubbish-recycling/waste-minimisation-community-fund>

MFE Waste Fund 30 April- 21 May

<https://www.mfe.govt.nz/more/funding/waste-minimisation-fund>

Kai Cycle Wellington:

Kaicycle Composting

We compost food waste in Wellington, to grow food—not landfills.

Kaicycle has been collecting, sorting and composting food scraps for 5 years in Wellington. Since 2015, we have collected and composted over 200,000 litres of food waste, using only bicycles and muscle.



Kaicycle composting takes compostable scraps from homes, offices and small businesses and recycles them into living compost.

We offer a **bicycle-powered** compost collection service that operates in Wellington City and the surrounding suburbs.

We are beginning to offer a compost drop-off service for homes. Learn more below.

[Learn more about Kaicycle Composting & Sign Up](#)→

How it works

We offer two methods to have your food scraps composted:

- Weekly Collections
- Weekly Drop offs

How to Sign Up

We invite you to use the [Living Compost Hubs](#) app to sign up to our composting service.

We have developed this platform to make it easier to accept subscriptions close to hubs, and to allow others to build compost hubs quickly and easily.

[SIGN UP NOW](#)

Cost

Household Drop-offs: \$15+GST/month

Household Collections: \$30+GST/month, for up to 20 litres collected weekly. Additional 20-litre buckets cost \$20+GST/month each.

Business Collections: \$60+GST/month, for up to 20 litres collected weekly. Additional 20-litre buckets cost \$40+GST/month each.

Not-for-profits: We offer our household rates for fellow not-for-profit organisations.

What we accept

[Here's our guide to what can and can't go in your Kaicycle bucket.](#) We recommend you print it out to put in your kitchen close to your Kaicycle bucket. You can find a printable version [here](#).

What about compostable packaging? Please see [here](#) for info about the packaging we do and don't accept. [Send us an email](#) if you have any other questions.

CONWAY Chris

Queenstown Mountain Bike Club

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

I agree with the innovations QLDC have made so far as outlined on page 13 of the consultation document. I think that prioritising funding into Active Transport is really important for the health and wellbeing of our town - especially once we are at full capacity again.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION TWO: Spread the Water Treatment Programme over the ten years

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION ONE: Council confirms the prioritisation and funding or non-funding of transport projects as outlined

Please tell us more about your response:

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION ONE: Rates recovery focused on wider CBD ratepayers

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. If you have a pre-prepared submission, you can upload it below.

Please note that we can only accept .docx files.
Additional documents or PDF files can be emailed to letstalk@qldc.govt.nz

QMTBC Annual Plan Submission 2021-23.docx



Queenstown Mountain Bike Club 2021-23
TEN YEAR PLAN | HE MAHERE KAHURUTAKA
Submission

April 2021

Queenstown Mountain Bike Club (QMTBC/ The club) builds and maintains mountain bike trails in the Wakatipu Basin, runs races and social events and, through our new administration position, we have been able to put systems and processes in place to enable us to achieve more and work more efficiently within our community. The club has over 1400 paying members, and many more locals and visitors using the club's trails. All of the above means that QMTBC's trail network, operations and community involvement has increased massively.

We see that QMTBC activities and projects achieve a number of QLDC's Vision Beyond 2050 outcomes, such as; *Thriving People, Pride in Sharing our Places, Zero Carbon Communities, Deafening Dawn Chorus, and Opportunities for All*. See page 11 for more information on how our activities contribute to, and align with QLDC's Vision.

For the past three years QMTBC has received \$20,000 per year from QLDC. This was an enormous help to the club, and allowed us to increase our maintenance budget to \$40,000 annually. This funding has enabled the club to keep up with increased usage of our trails and undertake long term fixes to problem sections of trail where appropriate, decreasing long term maintenance costs. We are, however, still doing maintenance with volunteer time to fill in the gaps and with the increase in the size of our network, this figure is no longer sufficient.

QMTBC requests that QLDC please increase our funding to \$40,000 per year for maintenance in the 2021-23 Ten Year Plan | He Mahere Kahurutaka.

In addition:

QMTBC have also announced ambitious plans to host a 10-day International Mountain Bike Festival in Jan - Feb 2022, which will no doubt be an economic boost to the Queenstown Lakes District. **We are investigating ways in which to fund a festival management role and we seek your assistance and support in the form of \$20,000 funding for administration / management role costs in order to make this event a success.**

With the sport of mountain biking growing in popularity, now is the ideal opportunity for us to develop more high-quality trails that will be a huge long-term asset to the region. We are carefully planning our trail network to function sustainably by using considered building practices and techniques, in an effort to reduce ongoing costs and potential future burden on resources.

Thankyou for considering our submission to this year's annual plan, and I look forward to hearing from you.

Yours sincerely, on behalf of the Queenstown Mountain Bike Club Committee

Chris Conway
President, QMTBC

Queenstown Mountain Bike Club 2018 to 2028 Strategic Plan

Consultation Document

Updated April 2021

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Background

The Queenstown Mountain Bike Club (QMTBC) was formed in 2003. In the early years the club had a small but active membership of around 100 people. These early years saw the mountain bikers of Queenstown coming together to establish a strong group of riders with a keen interest in facilitating the development of trails and areas within the Queenstown area in a coordinated, safe and legal manner.

By 2004 the club was already gaining international attention for its trail network including the then, ahead of it's time "Dream Track".

The establishment of the 7 Mile Recreation Area trail network, commonly known as 7 Mile was the club's first trail network. The trail network catered to a wide cross section of riders of all skill levels. The area was the cornerstone of mountain biking in Queenstown and saw the beginning of the club forming a close working relationship with the Department of Conservation as the development of these trails was a departure from the un-sanctioned trail development which was occurring in the area.

The trail network grew and with it local businesses began to profit from the increased interest, and mountain bike tourism that the trails brought along.

The QMTBC continued to grow and in 2010 the opening of the Skyline Gondola to bikes saw the development of further trails and businesses associated with mountain biking.

In 2011 QMTBC started volunteer digs on Wednesday nights with the construction of the B.O.B (Built on Beer) trail. Wednesday Night Digs have since become an institution, with 10 to 15 people turning up to work on trails each week. It is not uncommon for visitors to turn up the day they get off the plane in Queenstown, keen to get involved in the local riding community. Trails such as Squid Run (QBP) , Salmon Run (Fernhill) and Creeky Wynders (Ben Lomond) have all been built by the Wednesday night Dig Crew.

In 2012 QMTBC built what is now considered one of NZ's most famous mountain bike trails, Rude Rock on Coronet Peak This trail has featured in lots of mountain biking related media and served to cement our reputation as a riding destination internationally.

Mountain biking is a favourite recreational activity of many local people and is an increasingly important part of the town's identity. Queenstown has become a popular destination for pro riders to spend their northern hemisphere off-season, which has greatly enhanced our reputation as a riding destination. Queenstown now has an arguably higher profile than destinations such as Nelson and Rotorua that have much larger trail networks.

In 2017, at QLDC's request QMTBC worked with Tourism Recreation Conservation (TRC) to produce a study of the economic impact of QMTBC's trails in Queenstown.

The study found that:

- a total of \$64.95 million is spent by mountain bike trail users each year
- 297.2 direct jobs are generated as a result of spending by mountain bike trail users
- 38.1 indirect jobs are generated as a result of employee expenditure by those working in jobs servicing the trails visitors

- The trails generate a total of \$25.12 million in income for the Queenstown region annually.
- Of the total spend of \$64.95 million, \$60.12 million is spent by visitors to the region. This equates to approximately 2.8% of total tourism spend in the region.

Additionally the study interviewed visiting trail users about their satisfaction levels and found that demand was greatest for more intermediate to advanced trails.

Trail Usage: Recent statistics

We know that between the beginning of April 2019 and the beginning of July 2020, 22,658* laps were completed of McNearly Gnarly, a progressive flow/jump trail in Fernhill. McNearly Gnarly was built to satisfy a 'gap' in the trail network of intermediate and achievable jump style trails. The obvious popularity of this trail shows that there is huge demand for progressive riding locally.

Another trail recently completed, was an intermediate flow/jump trail on Coronet Peak. 'Hot Rod' saw an incredible 12,655* runs in just over a month, from 7th November – 10th December 2020. (These numbers are staggering, especially when taking into consideration the lack of international visitors riding our trails!)

*data gathered by our counter, located on the relevant trail.

Mountain Biking in Queenstown

The club has a small yet excellent trail network. We have trails in diverse ecosystems, from high country tussock, to beech forest, mixed native bush, and exotic conifer forest. On a global level the trail network is small. MTB destinations of a similar or even lower profile than Queenstown have much more extensive trail networks.

What Queenstown doesn't have in size, it makes up for in quality.

The network broadly consists of the following:

7 Mile Scenic Reserve (7 Mile)

Accessed from either Wilson Bay or 7 Mile car park, this area provides for a wide cross section of abilities. The network is relatively small but is a favourite of many local riders. Open year round, it provides great riding in any weather due to the forest canopy provided by the thirsty conifer trees in the reserve.

Fernhill and Ben Lomond

The management of the Fernhill Loop was undertaken by the QMTBC in 2012. This was in response to the landowners abandoning the trail. The club saw the trail as a community asset needing protection and management. The trail is now the centrepiece of a wider network allowing riders a long and sustained riding opportunity direct from downtown Queenstown.

This area currently caters to intermediate and above skilled riders, and trails in this area have been described as some of the best in the world.

Using the gondola to avoid the first 450 vertical meters of climbing allows for 'good value' rides, where you still do a reasonable amount of climbing, but are rewarded with an even longer descent for your efforts.

In 2019, QMTBC built the progression friendly flow/jumps trail, McNearly Gnarly and subsequently upgraded the Fernhill Loop climb on the west side to ease access. This climb trail upgrade benefits both bikers, walkers and runners. McNearly Gnarly itself filled a gap in the trail network that QMTBC recognised and has proved incredibly popular with residents and visitors alike. It has enabled our burgeoning population of young riders to learn to jump in a safe and progressive manner.

Wynyard Jump Park

In December 2020, QMTBC finished a huge upgrade project of the then 17 year old Wynyard Jump Park. With almost a complete rebuild to update the style of the jumps to current standards and improve the rhythm, flow and safety of all lines of difficulty within the park, we have seen an increase in usage and have had very positive feedback from our community. Currently, QMTBC are in the process of building a climb from One Mile up to Wynyard Jump Park. This climb will also provide a suitable connection for residents of Fernhill, who wish to ride to and from home without needing to navigate the current steep gravel dual-use path.

Ben Lomond Recreational Reserve

QMTBC has been involved in the development of trails within the bounds of the Queenstown Bike Park. These trails are accessible by either pedal power or by gondola uplift during the operational season. The trails built by the club in the park have been aimed at riders at high skill levels and appeal to riders coming to Queenstown for specifically that style of trail. In March 2019, QMTBC completed Squid Run, an intermediate singletrack trail around the perimeter of the bike park. This trail continues to be very popular in all seasons and holds up very well as a winter wet weather trail.

Coronet Peak

The Rude Rock trail was a major enhancement to the existing trails on Coronet Peak. This trail has been a boon to the town with riders from overseas and around NZ travelled far and wide to experience this trail. Catering to all but the most beginner rider, the trail is celebrated by all who ride it. A bucket list trail.

Options from Rude Rock include a descent down to the historic Skippers Pack Track, via a link built by QMTBC and upgraded in 2021 called Pack, Sack & Track. This allows riders to enjoy a long flowing descent into Skippers Canyon and stop off and investigate old miners huts and relics. The Skippers Pack Track along with Zoot track that descends from Skipper Saddle have been popular with mountain bikers since the 1990s.

Additionally, a link trail from Coronet Peak to Arrowtown has been established. "Corotown" riders usually finish their day with a cold beer and hearty meal in one of Arrowtowns fine

pubs. Two descents built by NZSki in the mid 2000's, the imaginatively named Coronet DH and Coronet XC, remain popular, particularly the XC track which can be ridden in either direction.

In 2019, the Queenstown Trails Trust and QMTBC collaboratively built the Coronet Face Water Race Trail that provides a very scenic and more mellow route to the Bush Creek Track (as an alternative to Corotown). The breakout descent trail, Hot Rod, was then completed in 2020. These trails provide more opportunity for longer rides and have created some of the longest descents in Queenstown and New Zealand as a whole.

Gorge Road Jump Park

First established in 2010, Gorge Road Jump Park is one of the world's best.

Catering to those who want a little more air under their wheels, riders have no end of options from learning to jump to 'pro' lines for experts only.

Featured in films and media since its inception, "Gorge" had become a jumping mecca for riders.

All the trails, their locations and styles are part of what makes mountain biking in Queenstown so iconic. The trail networks entice riders from around the world to come ride, shop, eat and play in our town to the tune of \$60 million each year.

Why do we need more trails?

As discussed above we have a relatively small trail network, albeit one with some very good riding. While not as important as quality, it is key to have a good quantity of trails. People don't want to ride the same trails over and over again. Mountain bikers are always looking for a new trail to master, a new view to behold or a new perspective on familiar territory. This is especially true of mountain bikers who are traveling to ride, visitors are unlikely to return to ride the same trails again when they could go elsewhere to ride all new trails.

As mountain biking in the region continues to grow in popularity, more trails are needed to spread riders out to allow a sense of solitude. This is particularly important for longer back country trails.

Queenstown has world class mountain biking descents and famous jumps that attract bikers from around the world, but is lacking when it comes to some types of riding.

Globally, cross country (XC) has been the most popular mountain biking discipline¹. XC riding is less about long descents and more about undulating terrain with speed coming from pedalling, not gravity and Queenstown has little of this type of riding.

There are no multi-day adventure rides in our region. This type of riding is a major attraction for people who travel to ride and there are many possible routes in our region that would make for excellent multi-day adventure rides.

¹ Secondary Research –Mountain Biking Market Profiles, IMBA Canada 2010, Retrieved 19/3/2018 http://webcache.googleusercontent.com/search?q=cache:aD_RW4tsRwAJ:www.imbacanada.com/sites/default/files/Mountain-Biking_Market-Profiles.pdf+&cd=16&hl=en&ct=clnk&gl=nz

While it will be good to broaden the type of riding available around Queenstown, it's important that we continue to build on our strengths. We have fantastic mountainous terrain with great views and our very best trails will always be those that take advantage of both of these.

Our existing network is also disconnected. The main riding areas of 7 Mile, Ben Lomond and Coronet Peak are situated on islands of public land in a sea of leasehold. By cooperating with land owners these areas could be connected by relatively short trails. Connecting trails offer very good 'bang for your buck' as they instantly enable much longer rides than the distance they cover. Connecting the disparate parts of our network will give a sense of cohesion across the network, and like the climb into Wynyard Bike Park, and the wider Fernhill area, provide an opportunity to travel to and from town / the workplace by bike instead of car.

One possible measure of success would be having a trail network capable of hosting a two day Enduro World Series event. The EWS is a global race series that showcases some of the best riding locations around the world. EWS races consist of one or two days of enduro style racing where competitors are timed on technical descending special stages and ride between them on untimed liaison stages. The type of tracks used in the EWS are the kind that Queenstown excels at, but we would need several more long expert level descents to hold such an event. For a two day EWS event the *minimum* total special stage time for the fastest rider is 40 minutes², so we would need 8 descents that the fastest riders in the world would need more than 5 minutes to get down at a minimum.

High profile amateur events such as the Trans NZ Enduro showcase our area to some extent, but the EWS is another level in terms of both audience and the trails required.

In 2020-2021 summer, we have seen a huge appetite to organise and participate in races from our wider community. QMTBC have hosted multiple successful events this season, including a downhill series in the Queenstown Bike Park, a three race series in collaboration with Coronet Peak, an enduro in 7 Mile and Queenstown's first Women's Enduro has just been held in early April. These events are really important to QMTBC to raise our profile, build community engagement and prove that we can deliver events of a high calibre. This is largely due to the quality of the trails we have to offer, so we want this level of thirst for events to continue for years to come, in order to benefit our residents, visitors, wider community and NZ.

We see that QMTBC's activities within the community support QLDC's Vision Beyond 2050 in the following ways:

Thriving People – Our community is an active one and by facilitating recreation and fitness for visitors and residents of all ages, we are able to promote and support a higher level of health and well-being and therefore allow people to thrive. A world class trail network ensures that other businesses in town can benefit from increased bike usage and therefore thrive.

² Enduro World Series Rule Book - Race Format, Retrieved 19/5/2018
<http://www.enduroworldseries.com/rule-book/>

Pride in Sharing our Places – what better way to inspire our young people to take ownership of this landscape than by way of fun mountain bike trails? We have an awe-inspiring landscape in which to recreate and we want to share it with residents and visitors in a fun, safe and sustainable way. We are proud of our trail network that showcases epic ridgelines, stunning beech forest, drinkable streams and high country views. Our lives are enhanced by measuring wealth in wellbeing as well as dollars.

Zero Carbon Communities – More people on bikes more often! Developing connections to highly desirable riding areas (especially by working alongside the Queenstown Trails Trust for example) we can achieve this part of the vision by meaning that travel by car is not the first choice for those recreating by bike.

Deafening Dawn Chorus – By allowing residents and visitors to gain access and recreate in our awesome and inspiring landscape, we aim to create increased stewardship of the land. It is incredibly important to us to enable our youth riders to experience this epic place and therefore learn to care more greatly for it. QMTBC are proud to work alongside partners to help reforest, enable trapping and promote sustainable environments for future generations to enjoy.

Opportunities for All – We are striving to build facilities that enable our youth to progress and refine their skills on their doorstep. The Wynyard Jump Park and McNearley Gnarly are great examples of safer, intermediate progression areas. Safely built facilities that ride in a predictable and consistent way, allow for younger riders and less skilled riders to begin their progression journey more easily than in the past. QMTBC are also working hard to broaden their range of events and social occasions to include a wider range of people in our community.

Challenges

The QMTBC faces several challenges over the next few years. As Queenstown's population grows and visitor numbers increase, QMTBC, like many in our community, have to cope with the increase in demand for our services - in our case - trails. In addition to this (not unwelcome) pressure to expand, we expect to encounter some specific threats to the progress of mountain biking development in Queenstown.

7 Mile Scenic Reserve - Wilding Pine Control

As noted earlier, the 7 Mile Scenic Reserve is a cornerstone of many rides for locals and visitors alike.

The trails are located in a mixture of exotic and native forest.

The land is managed by the Department of Conservation. As part of the battle against wilding pine seeding DoC has decided that the pine trees need to be removed, thus removing a seed source.

This logging will cause damage to trails, remove the 'rideable in all weather' nature of the network and create erosion issues.

The loss of amenity will have numerous problems:

1. Loss of trail network
2. Loss of economy for mountain bike related businesses in town; rental, retail, tours, etc
3. Increased usage of other trails, creating maintenance issues.

QMTBC are actively working alongside the Wakatipu Wilding Conifer Control Group (WCG), DoC and QLDC to ensure that a staged plan several years long is established for the felling and replanting of this area so that external funding can be sourced and QMTBC are able to manage the impacts on the trail network as far as is reasonable.

Regardless, there is a great deal of work for the club in this. The cost of trail reinstatement and re-build is difficult to estimate. Budgets to rebuild the trail network to its current size and quality could extend to \$500,000. The manner in which the logging is carried out will largely dictate the final cost of the project.

A possible silver lining to the logging of these trees could be the opportunity to build an Upper 7 Mile zone if the upper section of the reserve is logged, and the lower section felled at a later date, or only thinned. The amenity of the area will be greatly increased as native bush is established, although it will be decades before a beech canopy can develop to provide the wet weather riding we have today.

Gorge Road - License to Occupy Expiry.

QMTBC has a license to occupy at the Gorge Road site. This license came to an end in February 2018. QLDC has granted a new license year on year until the current expiry date of June 2021. With the impacts of Covid-19 meaning that the urgency to reacquire this land being diminished. The removal of Gorge Rd Jump Park is imminent, which is why QMTBC have worked hard to ensure that this asset is not lost entirely. QMTBC sees the jump park as a vital resource to the club and the community and it is an important facility for athlete development in many disciplines.

A new location at Kerry Drive has been established, in partnership with QLDC, although this new site prevents some challenges that we are currently working through. The removal of Wilding Pines in this area will remove the essential wind-protection necessary for a jump park of this class. The club will need to build new jumps, install the sprinkler system and arrange any fencing/ planting etc to ensure that the park is well sheltered from the prevailing winds. This all leads to high costs for relocation.

QMTBC hopes to obtain funding assistance from QLDC for this work.

Estimates for the rebuild of the park are around \$200,000 - \$300,000, pending opportunities to relocate existing dirt or source new material.

Maintenance

An increasing mountain bike population with a limited trail network leads to a higher concentration of traffic on trails, increasing wear and tear. High levels of traffic are needed before wear and tear becomes a major factor in trail maintenance. Overuse has become a problem of some of our most popular trails, with corrugations known as braking bumps becoming a common problem. Spreading riders out over a greater number of trails would alleviate this.

Maintenance is still required on less heavily trafficked trails, but mostly consists of clearing deadfall, trimming vegetation, clearing leaf and pine debris, addressing drainage issues where they arise and ensuring that our trails are safe to ride at all times, with small modifications and adjustments to outdated building techniques when required.

For the past few years, QMTBC have engaged a contractor to be available for maintenance without a separate contract for each piece of work. This approach works well, and we hope to extend our budget for this in the near future.

Where possible the club has chosen long term fixes to problem sections of trail. This approach can be expensive in the short term, but even in the short term gives a better experience to trail users, and saves money in the long term.

Examples of these long term fixes include the rerouting of the 'Face Melter' straight on Rude Rock. This notorious section of the trail was prone to braking bumps, the rerouted section of trail has more corners, uses the terrain more effectively and extends the length of the trail, and will not suffer from braking bumps. Another example is a boggy section of Beeched As that was altered to include large grade reversals so there is no flat area for water to pool. Not only is this once boggy section now dry and firm, but the new swoopy section of trail is also more fun to ride.

We have found that new trails typically need more maintenance in the first few years, but become more resilient to traffic and weather after a few years of settling in.

For our current network of trails an annual maintenance budget of \$40,000 is no longer sufficient. We expect this to grow somewhat as we add more trails to the network, but expect the average cost per metre to decrease as our network grows.

Land Access

Getting permission to build trails along with obtaining the funding to do so is the primary challenge the club faces. While it can take a long time, both QLDC and DoC are generally supportive of the club building trails on public land. However, the majority of the hills and mountains around the basin are leasehold land, and this means getting permission for trails is entirely dependent on the lease holder. This can be frustrating when all that stands between linking up disparate riding areas is seemingly unproductive leasehold land that the club cannot get permission to build a trail on.

QMTBC feel we have been left out of tenure review discussions in the past. In particular we are disappointed that the proposed Moonlight Trail through Mt Crichton Station will not be open to bikes. In the future QMTBC intends to seek the support of QLDC and agencies such

as DoC and the Walking Access Commission should any land in the basin come up for tenure review.

QMTBC can improve its relationship with land managers by promptly following through with obligations like providing GPS coordinates of final trails and evidence of revegetation when required, and addressing issues such as rider/walker conflict when they arise.

E-Bikes

E-bikes are rapidly growing in popularity, this presents benefits and challenges for the mountain biking community.

E-bikes extend the ability to participate in mountain biking to those who would not otherwise be able to. Any car or public transport journey replaced by a bike ride is a good thing, and e-bikers may be more likely to do so than traditional cyclists. E-bikes allow longer rides for the same effort as traditional mountain bikes, and can make unclimbable trails climbable.

This new-found climbing ability may encourage some riders to take shortcuts resulting in braiding of climbing trails. Promotion of trail etiquette and signs asking riders to "keep singletrack single" may be required to counter this.

Many traditional mountain bikers view e-bikes as cheating and oppose their use on trails, the QMTBC committee does not support this view and believe our trails should be open to all.

The increase in trails ridden in the same amount of time, combined with more power resulting in increased loss of traction on climbs, means that the maintenance burden per rider will be greater for e-bikes. As numbers of e-bikes increase QMTBC may look at raising the membership fees for e-bikers to cover this cost.

As the proportion of e-bikes increases demand will grow for longer, more physically demanding rides with more elevation gain/loss. Building more long rides will be important for Queenstown to remain a premier MTB destination in the future.

Impacts of Mountain Biking

As mountain biking increases in popularity care must be taken to manage the impacts. QMTBC can play a role in educating riders about trail etiquette, promoting respect for trails and other trail users. There are certain areas in the trail network that have the potential to be conflict hotspots that are popular with both walkers and bikers.

One such area is Upper Missing Link where the mountain bike trail crosses the Ben Lomond Track. Some walkers walk up the bike track, and some bikers don't slow down for walkers. In this specific case, missing signage needs to be replaced. Signage to inform riders as they leave Queenstown Bike Park that a change in mentality is required when riding trails outside the bike park could also be effective. QMTBC can continue to promote rider etiquette on our website and social media.

QMTBC could also do more to promote the idea that is important to keep to the trail to avoid braiding and widening of the trail.

Avenues for Funding

QMTBC is a volunteer organisation with one contracted Administration assistant, working 12 hours a week on a variety of tasks. The Club has a committee group of eight dedicated persons who volunteer their time to organise and run the club. There is also a small pool of volunteers who help us organise races, attend Wednesday dig nights, help deliver various activities and are a huge attribute to the club.

While the club does as much as it can with volunteer labour and donated or discounted equipment and materials, building and maintaining a world class trail network does cost an increasing amount of money. The club has the following existing and potential avenues for raising money.

Memberships

Current annual membership prices are \$40 for an adult, \$25 for a junior, \$80 for a family; (2 adults, 2 juniors).

Membership goals: Maintain the current level of 1300-1400 memberships each year.

To achieve this the committee need to continue to educate local mountain bikers on the important work QMTBC does building and maintaining trails. We have also worked hard to improve communication via instagram and our newsletter to engage and attract new members, both residents and visitors alike to increase revenue. We have also discussed introducing a 'visitor membership' or a 'trail donation' option that makes it easier for visitors to support the club financially.

Mobile App

We took the initiative to build a membership mobile app and this has proven to be of huge benefit and something that other MTB clubs across NZ see the value in. The app has simplified the process for members to join and renew their membership, which has in turn significantly reduced administrative burden from volunteers. Via this app, we have a direct communication channel with which to promote, advise and engage with our members. Local businesses have jumped on board to support our members by offering discounts and special deals or events via this efficient and effective platform.

Merchandise

QMTBC raises a portion of our revenue through the sale of merchandise. This has the added benefit of acting as advertising for the club to hopefully drive memberships as well.

- In local bike shops we sell trail maps and stickers to locals and visitors.
- T-shirts, caps, sweatshirts and riding apparel, sold internationally via our online store and locally in bike shops.

- We also sell merchandise specifically related to certain fundraisers. Examples of this are the Through the Loop merchandise and the upcoming t-shirts to fundraise for Upper Rude Rock.

Registering as a Charity

In early 2019, QMTBC registered as a charity, enabling us to access more pools of funding throughout NZ. The Central Lakes Trust, for example, make grants in the region of \$100,000 and this would be an appropriate source of funding for larger scale projects like Remarkables Ridge.

Events

In 2017 the club invested in an automated timing system. This has made it much easier to run races and the club has been able to organise several successful events this summer on short notice. We are re-negotiating our license agreement with DOC to include a provision for running events without requiring further permission. This will further simplify event organisation and lead to more events. Additionally the timing system has been rented to other event organisers for \$500 per day.

Atlas Beer Cafe continue to run biannual fundraising parties on behalf of the club. These have typically each raised 5 figure sums for the club. Atlas have obtained resource consent to continue to hold these parties until at least 2021 and intend to do so indefinitely.

In summer 2020/21, QMTBC have worked really hard through many, many volunteer hours to hold more events (enduro races, DH races, a film festival) that enrich our community and raise our profile. To do this, we have a dedicated volunteer base and the administration assistant working on behind the scenes logistics and promotion. We have partnered with local businesses, such as NZSki and Vertigo Bikes and Skyline to ensure that these races are run as fundraisers for QMTBC, and whilst we endeavour to make these events profitable, there are inevitably costs to running events.

Sponsorship and Donations

We have donation boxes in bike shops, at trail side, and at the airport so departing visitors can unburden themselves of New Zealand currency. After registering as a charity donations will become tax deductible.

Currently local businesses sponsor us in return for advertising on maps and signs. There is the potential to expand sponsorship of trails to increase funds raised.

For the three year period of 2020-23, we have received a donation from Rod Drury as a benefactor to assist QMTBC with administration costs, maintenance costs and specific projects. We anticipate that one objective of the administration position will be to obtain funding to help make this position sustainable once this injection of funding ends.

Crowdfunding Campaigns

Crowdfunding is an unexplored avenue for funding for QMTBC. Nelson Mountain Bike Club has run successful campaigns and were forthcoming with advice for us. NMTBC had a big social media push led by a high profile local athlete, Queenstown has no shortage of high profile riders as members and attracts many international athletes for their off season so we are well positioned for this. They also suggested we choose a trail that appeals to a wide range of users and is an exciting prospect. The Upper Rude Rock project is a good candidate for this.

We will however need to be careful not to exhaust the public's goodwill and will probably only be able to run such a campaign every year or even two, so this will not be a solution for every trail.

QLDC Funding

QMTBC is likely the largest sports club in Queenstown with well over 1400 paying members. As we have established there is a massive economic benefit to mountain biking in Queenstown, and as the Adventure Capital of the world we believe it is the town's best interest to support the club financially. QMTBC already works closely with the council for land access and is appealing to the council to help with funds to maintain our network and for funding to build more facilities on council land.

The Future

Goals

Queenstown Mountain Bike Club has identified the following strategic goals to guide development of mountain biking in Queenstown.

1. Build on our strengths to expand our trail network that already attracts all levels of riders from around the world.
2. Broaden our network to cater to all mountain biking disciplines to engage a greater portion of the local community.
3. Connect our riding areas into a cohesive trail network to reduce the need for vehicle trips to access trails and facilitate longer rides.
4. Provide facilities capable of hosting international events and suitable for use by professional athletes across the major disciplines of mountain biking.

Strategies

The following strategies have been devised to help us achieve the above goals.

1. Extend existing high quality descents.

Queenstown has some excellent descents, some of which have become internationally renowned, many of these have the potential to be made longer. It is preferable to make an existing trail longer than to build a similar separate trail of the same length. Potential candidates for extension are Rude Rock, Salmon Run and many of the trails at 7 Mile.

Goals contributed to 1, 2.

2. Make use of infrastructure to provide more 'good value' rides.

Like much of Europe but unlike much of New Zealand, we are lucky to have high mountain roads and gondola infrastructure. This allows us to create rides that have more descending than climbing, this also creates opportunities for businesses to provide shuttle services between either end of trails. QMTBC should aim to build trails that begin in areas such as Coronet Peak, Remarkables, Ben Lomond and the Crown Range and end on the valley floor.

Goals contributed to 1.

3. Make use of terrain and views unique to Queenstown.

We have mountains and scenic vistas, this is what makes Queenstown such a good place for mountain bike trails. We should take advantage of this! One obvious yet untapped trail location is the Remarkables and the most famous ridge in Queenstown.

Goals contributed to 1, 2.

4. Link existing trails to allow them to be ridden as part of longer rides or included in smaller loops.

Linking up existing trails is the most efficient way to build longer rides. Connecting our different riding areas will create a feeling of cohesion across the network.

Goals contributed to 1, 2, 3.

5. Continue to provide a steady stream of new technical trails so riders constantly have a new challenge to master.

Mastering a new trail is one of the most satisfying experiences for mountain bikers. Regularly introducing new technical trails is important for the development of improving riders. More of these types of trails will be required to hold an EWS event, and fresh trails would be required past this point for Queenstown to become a regular stop.

Goals contributed to 1, 4.

6. Use the many water races around the district to form the backbone of a longer distance network.

In many parts of the world the majority of mountain bike trails are made up of ancient disused walking tracks that have been reclaimed for use by mountain bikers. While we don't have ancient walking trails, we do have many disused water races. These can be easily reclaimed for use as mountain bike trails, that cover large horizontal distances. Many of these are situated appropriately for linking our riding areas.

Goals contributed to 2, 3.

7. Build unique trails with a distinct flavour.

Flow trails in particular can fall into the trap of being quite similar to each other, this is particularly true in open terrain. Thought needs to be given to how to make each trail of this type unique to avoid building the same trail over and over again.

Goals contributed to 1, 2.

8. Continue to provide and expand world class dirt jump and freeride facilities catering to riders ranging from beginners to professional athletes.

A large part of Queenstown reputation as a mountain bike destination comes from professional athletes showcasing areas like Gorge Road Jump Park and the Dream Track. It is important to the club that we continue to provide world class facilities such as these.

Goals contributed to 1, 4.

9. Maintain existing trails to a high standard, opting for permanent fixes over temporary repairs.

While permanent fixes to maintenance issues are more expensive initially, they reduce long term maintenance cost, and improve the experiences of trail users.

Goals contributed to 1, 2, 4.

10. Work with partner organisations, such as the Queenstown Trails Trust, to secure funding and land access.

The Queenstown Trails Trust (QTT) has a lot of experience negotiating access with landowners and raising funds for large projects. QMTBC should cooperate with the QTT whenever our interests align.

Goals contributed to 1, 2, 3, 4.

Future Trail Development - the next 10 years

This section outlines QMTBC's vision of mountain bike trail development in Queenstown for the next ten years. The proposed trails are just that, proposed. Permission has not been sought for the majority of these trails and we are not guaranteed to obtain permission for all of them.

7 Mile

Two upcoming events will spur further trail development at 7 Mile, the felling of conifer trees, and the construction of a trail extending the Sunshine Bay Track to 7 Mile or possibly even the 12 Mile Delta.

As stated in the challenges section above, ideally the top section of trees on the north side of the reserve will be felled first. This will allow an extension of the climbing trail to open up approximately another 80m vertical of trail. This will allow the three major flow trails (Kachong, Gravitron, and Jack be Nimble) on the north side of the reserve to be extended. These three trails have unique character (fast and flowy, lots of switchback berms, lots of jumps) and that would be continued in their extensions. There will also be space for two to three new trails in this area.

A trail extending the Sunshine Bay Track to 7 Mile would either require the DOC track climb to be made easier or a trail around the edge of the lake to Wilson's Bay, either way returning from lake level at the eastern end of the riding area would be made easier. There is unused space at the east end of the reserve and there is potential to build trails from the new high point down to the lake, as well as extending existing trails down to this level.

Having a bike trail from town to 7 Mile would mean the many tourists who rent bikes and ride out to 7 Mile would not have to do so on a busy, windy road, and many locals would chose to ride out this way rather than driving their cars.

There is also potential for a dedicated descent in the same gully as the Gold Digger trail. This would make for a nicely contained loop, and separate climbing and descending riders.

Fernhill Bike Park (FBP)

The QMTBC has been in discussion with QDLC regarding the area of land above the Wynyard Jump Park (Wynyard) and the native bush around the head of the One Mile Creek. This area has the Fernhill Loop Track running through it.

The Fernhill Loop (FHL) above Wynyard Jump Park was steep and unsuitable for a dual use trail. QMTBC looked at solutions to provide a suitable place to route a climb (uphill) trail as an alternative to this part of the FHL and to connect the other climbs we have in the area. The climb to McNearly Gnarly is this alternative climb and is open to walkers and runners as well as bikers.

There are no trails close to town with the easy climbs and multiple descent options that make riding areas like 7 Mile so popular. The FBP is an ideal location to provide a great set of trails that satisfies this demand for riders who are short on time and/or lack access to transport to go further afield.

QMTBC proposes a set of six to ten descents to cater to riders of all skill levels. This includes a number of unsanctioned trails in this area that the club plans to legitimise and adopt the maintenance of. The club also proposes a new climbing trail to access these descents without relying on the gondola or the steep access road, and two to three linking climbs between existing trails.

A trail network of this range would cost approximately \$150,000 to establish and an ongoing cost of \$5,000 per annum to maintain. The club has a dedicated and enthusiastic group of

volunteers, who would work on construction of some trails in this area. In 2020 QMTBC signed an MOU with QLDC to create what will be the FBP.

Ben Lomond, Bowen Peak and Beyond

Beyond Fernhill Bike Park, trail development on these hills so close to town will continue. This hill is not only central to Queenstown, but is centrally located between 7 Mile and Coronet Peak.

With cooperation from the landowner we could link into Gold Digger via a trail traversing across Fernhill. In the other direction we could link from Ben Lomond to the Moonlight Track via a watterrace above Gorge Rd. This would not only complete the loop around Bowen Peak, but also go a long way to linking the Ben Lomond trails to Coronet Peak. The linking to Coronet Peak would be completed by a trail from the Edith Cavell bridge and into Atley Terrace Track.

Trails down Horn Creek area and Five Mile Creek area would be descents worthy of becoming EWS stages and the riding in these areas would be suitable for winter riding and utilise large faces with massive potential. These are areas that are also potentially subject to wilding pine felling and trail development in this area could make for easier access for trapping or replanting activities.

Coronet Peak

QMTBC currently has a hugely successful trail that runs above the Coronet Peak Road from the base buildings to the Skipper Road turn off. "Rude Rock" is an internationally renowned trail with hundreds of riders a week. This trail alone is a drawcard for many visiting riders.

QMTBC proposes to extend this trail such that it would start at the top of the GreenGates chairlift and take a route at the western extremity of the DoC Coronet Recreation Reserve to join the existing "Rude Rock" start. This trail would be built by the same contractor to ensure continuity.

While we would expect the same number of people to ride this trail, the need to pedal to the top would mean that each rider would do fewer laps than they typically do when shuttling Rude Rock so we would much lower maintenance costs for this trail, and a potential reduction in traffic on the existing portion of Rude Rock as well.

QMTBC is working with the Queenstown Trails Trust to gain permission through the QEII Covenant land on Coronet Peak Station for a dedicated down trail from below Rude Rock to the bottom of Dan O'Connell's track. With these trails we would have a descent from the top of Coronet Peak to the valley floor, this ride would be a major attraction for mountain bikers coming to Queenstown.

TreeSpace

Additions to the Coronet/Dewar/Arthur's point proposition. These tracks which are protected under easements, which will be a first for us and could provide good winter riding as canopy is established. Discussions are currently underway with all stakeholders to begin devising a trail network project in this area. The potential for variation in this area is large - Flow, jump, XC and DH trails could be built.

Devils Creek

Trails in this area would add to the Coronet Peak/ Mt Dewar proposition and provide a semi-backcountry experience to the ride, along with connections through to Arthur's Point. With some sections of alpine flow and beech / native forest technical trails, this location could be an important area for development to satisfy an intermediate / longer ride style.

Coronet Forest

QLDC have begun the early harvest of Coronet Forest to remove it as a seed source of wilding pines. After harvesting the plan is for walking, equestrian and mountain bike trails to be created providing a recreation resource for a large range of users. QMTBC are working closely with QLDC in planning workshops to ensure that this area is developed as a recreation area in the best possible manner.

We are keen to investigate funding avenues to create recreational trails in Coronet Forest that are Grades 2-5 (Easy to Expert). Providing a quality network of MTB trails for our community and visitors alike, focusing on catering to a family market, XC style loops and the possibility to host high-profile events in the future. A trail network in this area will be of particular value to the residents of Arrowtown, being their closest trail centre.

A well-built trail network may also enable access for replanting and pest trapping activities, making both of these activities much more efficient into the future.

The ridge that Coronet Forest rises to, is about 300m above the valley floor and is about 3km long. This area is large enough for a large number of trails to exist without interfering with each other. Unlike our other riding areas that have evolved over time, this would be an opportunity to plan a trail network from scratch.

The key trails the club sees forming the initial network here would be:

- An easy climbing trail from either Alan Reids Road or the Flight Park to the highest point on the eastern end of the ridge. At an easy climbing grade this would be about 5 km long.
- A two way trail from Bush Creek Saddle to the top of the above climbing trail. This would be a good ridgeline trail in its own right, but also serve as an important link between Slip Saddle, Bush Creek, and the Coronet Loop Trail to the new Coronet Forest trails. This trail would cover some difficult terrain and may require some directional sections to get the best result.
- A selection of flow and technical descents. Grade 3 and 4 flow descents and grade 4, 5 and 6 hand built technical descents. It will be important for the flow trails in particular to have their own distinct character.
- An XCO style loop. Our trail network is lacking when it comes to cross country trails. A World Cup level XC loop would help to address this. This could fit at the lower eastern end of the forest and would be about a 5 km loop with a total of 200m climbing.

As the replanted bush grows more trails could be added in the long term to keep the riding fresh.

The Coronet Forest Revegetation Proposal prepared for QLDC shows the harvesting phase lasting for two and a half years so it is probably at least another year before trail construction can begin.

Coronet Forest would become a major feature in the Queenstown MTB trail network. We would expect it would cost \$500,000 to establish the above trails and around \$10,000 to \$15,000 a year to maintain them. QMTBC will be actively seeking funding from QLDC for this trail development project within the next three to five years. This trail network, creating access to a stunning area of land with huge views and massive potential for recreation will be a real asset to the Wakatipu Basin area.

Arrowtown Trails

In addition to the Coronet Forest and Coronet Loop trails, there is potential for a trail network that would form the backyard riding area for the Arrowtown MTB community. A small sub-committee of QMTBC have been planning what this could look like.

Remarkables

The Remarkables are currently underutilised for mountain biking, with the only trails being a pair of DH trails on the lower flanks and an ok descent from Ben Cruachan to Coal Pit Saddle, typically accessed by helicopter. There is huge potential for trails on our most prominent and recognisable mountain. There is the potential for extremely 'good value' rides using the highest road in the district to gain elevation, climbing for possibly another 400m elevation before descending to near lake level.

QMTBC proposes a small number of very high quality trails on the Remarkables, with a descent down Queenstown's most famous ridge an obvious priority! We also have plans for an XC loop and a rebuild of the existing descent from Ben Cruachan.

Ultimately we would like to see a multi-day ride from to Garston with huts and believe this would be a boon to other user groups such as walkers, ski tourers and climbers. This trail could also serve as *raison d'être* for the proposed Remarkables National Park.

Our Partners

Kelly McGarry Foundation

The Kelly McGarry Foundation (KMF) was set up in the memory of Kelly McGarry, a professional freeride mountain biker who died on Ben Lomond in 2016. The KMF organise the annual McGazza Fest around the anniversary of Kelly's passing. This celebration of Kelly's life involves bike related events for all abilities of riders.

KMF is also working towards establishing an overnight mountain biking descent that will be accessed by helicopter and include a hut for overnight use. QMTBC supports KMF in this goal.

QMTBC has also worked closely with the Kelly McGarry Foundation, holding joint fundraisers and events. In 2022, QMTBC are excited to collaborate with the KMF to bring the McGazza Fest to Queenstown as part of the Queenstown Bike Festival.

Queenstown Trails Trust

While previous Queenstown Trails Trust (QTT) projects have been important to cycling infrastructure, they have been of little interest in terms of recreational mountain biking. Two QTT projects are of great interest to QMTBC and our members.

Coronet Loop Trail

This trail, currently under construction, will not only be an excellent full day cross country ride in its own right, it will also work as a connecting trail between the bottom of Rude Rock and Bush Creek Saddle. With future trail development in Coronet Forest this trail will be an increasingly important link between the two sides of Coronet Peak. It may also serve as a catalyst for further trail development on the lower flanks of Coronet Peak, such as the now completed Hot Rod trail.

Top of the Lake Trust

The newly formed Top of the Lake Trust aims to build recreational trails around Glenorchy with a long term goal of building a trail from Skippers to Glenorchy to link a missing section of Te Araroa, the New Zealand trail. QMTBC fully supports the Top of the Lake Trust in this endeavour.

Other Partners

We also partner with multiple local businesses by featuring them on our membership app and allowing our members to access deals and discounts directly on their smartphone. This gives the featured businesses greater visibility and greater value to becoming a member of QMTBC. We have seen an increase in businesses contacting us and partners range from bike shops to hospitality, physiotherapists, accommodation providers, experiences and others.

Project Timeline

The timing of logging of Coronet Forest and 7 Mile, along with the Gorge Road Jump Park relocation mean there is a lot of work to undertake in the next several years. Immediately, within the next 1-2 years, we hope to achieve significant development in the areas outlined below.

Years 1 to 2

Fernhill Bike Park

In the next two years we plan to build a significant part of Fernhill Bike Park.

In 2019, QMTBC completed a re-route of the lower part of the Fernhill Loop and constructed an intermediate jump trail, McNearly Gnarly in the area above Wynyard Jump Park. Club volunteers have also extended a single track descent to give advanced riders the option to bypass the jumps when returning to town from the Fernhill Loop and Salmon Run trails. Volunteers have also recently completed Creeky Wynders, an extension to Missing Link to the originally planned finishing point on the Fernhill Loop. Under construction by the volunteer Wednesday Night Dig Crew is a link between the Queenstown Bike Park and Wynyard that will be fully rideable (unlike the current walking trail option).

The trails we are adding here will offer good value for effort as we will have connected trails to form loops that can be ridden in many ways. These trails are easily accessible from central Queenstown with or without use of the gondola. This will leave us well positioned to expand this trail network east into Horn Creek and towards Arthurs Point, and west across Fernhill toward Gold Digger and 7 Mile.

As outlined on page 21, we anticipate that a trail network of this range would cost approximately \$150,000 to establish and an ongoing cost of \$5,000 per annum to maintain.

Gorge Rd Jump Park - relocation to Kerry Drive

As detailed on page 12, estimates for the rebuild of the park are around \$200,000 - \$300,000, pending opportunities to relocate existing dirt or source new material.

Coronet Peak: Peak To Valley Floor

In its current state Rude Rock has become world famous. Upper Rude Rock will more than double the trails length and pass through even more scenic terrain. The climb to get to the top of this trail will ensure that it remains a special ride and not something you can bang out ten laps of in a day with a shuttle vehicle. Combined with Hot Rod and the underway upgrade of Bush Creek, projects like this will create another amazing descent option from the top of Coronet Peak to the valley floor below.

In 2019, QMTBC agreed to work with NZSki to build upper Rude Rock. This trail will be mostly funded by NZSki with the club paying for links at either end to link into Rude Rock and existing DH track. Permission is currently being sought from DoC and this trail is

planned to be completed possibly in the 2021/2022 summer season, pending the review of DoC's Conservation Management Strategy being completed in the near future.

Years 3 to 10

If this future trail development programme (page 20 onwards) can be completed in the next decade, mountain biking in Queenstown will be permanently changed for the better.

The key areas we are seeking funding for are:

- Coronet Forest
- 7 Mile
- The Remarkables

Due to the large scale felling of wilding pines at 7 Mile, and harvesting of Coronet Forest that is ongoing / imminent, these two locations will likely be the focus of our efforts for significant periods during this time and once we are done, will be great riding centres for riders of a wide range of ability.

Coronet Forest

As outlined on page 23, we would expect the trail network in Coronet Forest to cost \$500,000 to establish and around \$10,000 to \$15,000 a year to maintain.

In addition to the Forest network, the proposed trail development on Coronet Peak (and Ben Lomond) will put us in a great position to link trails together and put our names forward to host a 2 day EWS race with a day of racing focused around each of these locations.

A world cup level XCO course at Coronet Forest will be a major benefit to racers, professional, aspiring professional and amateur. Meaning that this area is of key importance to QMTBC for growth and development on an international stage.

7 Mile

Whilst the exact costs to rebuild and replant the trail network in 7 Mile is currently unknown, we will have a much better idea of costs as soon as a staged, strategic plan is in place to mitigate the impacts of the felling effectively.

As outlined on page 12, replacing the entire network as it currently stands would cost in the region of \$500,000. With a managed plan, we aim to keep rebuilding costs much lower than this with the assistance of QLDC and the WCG.

Remarkables Ridge: a New Iconic Trail

This trail will be by far the longest single trail that QMTBC has built and will possibly be the largest vertical descent in the country. The climb will provide a much needed link for summer

sightseers from Lake Alta to the Shadow Basin Lookout. This scenic trail will likely become world famous overnight.

QMTBC has met with DoC to discuss this project and the process involved in changing the Conservation Management Strategy required for this project to go ahead. This project has not progressed any further than this, since 2019 - we now anticipate that this project could be slotted into this latter half of our 3-10 year plans.

A 20 km loop located on The Remarkables will offer a unique ride at altitude in a location that is unlike any other riding in the country. If and when it is completed, a Remarkables to Garston trail will be one of the great rides of the world. This trail and the associated infrastructure will be a boost to many recreational groups, not just bikers. This trail will seem an obvious idea in hindsight, but there is a lot of work ahead to make it happen and there are numerous other considerations around developing trails in this area, such as the DoC CMS review and The Remarkables National Park plans.

A backcountry trail such as this that is built to have minimal impact on the landscape will likely be cost effective in relation to its length. We are yet to scope the full trail and estimate the costs at this stage.

In Summary

In regards to everything detailed above, QMTBC are continuing to work hard in the background as a dedicated group of volunteers to realise our plans. We liaise with and work alongside many groups in the Queenstown Lakes District area to ensure that the collective vision is expansive and inclusive, and to ensure that everything we do contributes to the unique place we call home, and creates an inspiring future.

KIELY Louise

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

The council should not be prioritising or funding until directed by the Climate Change Commission who still have not finalised their analysis.

The council should not pretend to have answers and concentrate on the overburdened infrastructure.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION TWO: Council reconsiders prioritisation and funding or non-funding of one or more transport projects

Please tell us more about your response:

Statistics need to be provided as to how many people are using Public Transport currently. My own analysis suggests not many.

Our climate, topography & the short stay visitors we are hosting are unlikely to cycle or catch a bus.

Local residents in the wider area do not come to the CBD because there is no car parking . Parents picking up children from schools are not encouraged to stay ,play and spend.

The proposed arterial route, Melbourne st, through Henry st(stage 1) is a total White Elephant, it is not fit for purpose. A total waste of money to progress with no where to go beyond end of Henry. Needs to be put on hold or reassessed.

Frankton Rd needs to be 3 lanes, 2 in or out depending on time of day and or separate bus lane , or made one way departing out Gorge Rd to Tucker Beach ??

Why would the Council be intending to expand the town centre with the arterial route going through the middle of this and allowing more hotels & apartments being built on the Camp Ground and NO car parking . Does the council mistakenly think we are Amsterdam ?

The current wide Stanley st should lead into a CARPARK , Ballarat St, Gorge Rd, Under Rec Ground ?

Where do council, councillors, Destination QT staff park? I have seen them in Park St , Brisbane St & QT Gardens,one person per vehicle. It would be useful to ask these people why they do not catch the bus, the planners might then have a more realistic understanding of the difficulty parking and coming to down town Queenstown.

The charm of the CBD is being totally compromised, it seems the council do not want the CBD to be easily accessed.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION TWO: Apply costs to the existing Wakatipu Roding Rates

Please tell us more about your response:

Having lived in CBD for 40 years have never had grass verges looked after, no footpaths, badly maintained (Never) footpaths, no underground power and you are telling us we will benefit most from the CBD upgrade.

Loosing more carparks, with no where for our visitors to park. If you think the upgrades to Queenstown Ghost town is a bonus I wonder what the owners of the commercial buildings, the majority who do not live in CBD think. Probably too busy trying to survive and do not have time to plough through this Summary. It is definitely not a benefit to the long term residents and we should not be paying for this poorly thought remodelling of the CBD.

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION TWO: Fees and Charges not increased

Please tell us more about your response:

If there was more accountability and better management there would not be the need for fee increases. Better staff retention at the council would save funds.

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

QUEENS TOWN CAMP GROUND

The idea of the council doing a JV with Australian developers in the Camp ground as an extension of downtown is impractical , more people in hotels and apartments & no parking. The very idea of splitting downtown by the arterial road is beyond belief. The camp ground could remain the camp ground/green space or car parking off the proposed arterial road...Ummmm

COMMUNITY HOUSING

This is not the councils job to provide. Council needs to re familiarise themselves of the duty to ratepayers.

If business need to house staff like many operators have been doing for decades, there will not be a staff housing problem.

Why has the council not looked at the model for community housing supplied by developers in Aspen (Our sister city) I recall our Mayor and councillors have been there.

I am happy to speak at the hearing.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

GLOVER John

Glenorchy Community Association

Glenorchy

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submissions x 2 attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:



Submission of the Glenorchy Community Association to the QLDC long term plan

1. Action on climate change

We submit that funding is imperative to enable the appointment of a 'climate change tsar' to sit as part of the senior leadership team in Council along with sufficient resources to implement programmes and initiatives to drive the reduction in our emissions required to meet local and governmental targets and noting that significant investment in diverting organic waste from the landfill is urgently required.

2. Adapting to climate change at the head of the lake

Funding is required to implement planning changes now that the consequences of the predicted increased severity and frequency of flood events are being understood. These events will increasingly impact parts of the township and funding is needed immediately to understand the consequences for infrastructure investment and short and medium term adaptation requirements.

Funding will also be required to retain access to our rural community and the great outdoors as roads, bridges and utility infrastructure will be impacted, in particular the Rees Valley Road, Rees River Bridge and the Kinloch Road. We face the potential loss of access to the Rees, the Dart, the Routeburn and Greenstone Caples tramping and fishing areas and Paradise unless Council have a considered plan going forward.

3. Native nursery

There is a strong commitment by the community to improve our biodiversity and restore indigenous vegetation. A significant barrier to this is a well recognised lack of eco sourced seedlings. In our funding application the Association has asked for funds for the materials to build a simple community nursery. We are liaising with staff and are confident we can find a suitable location for a nursery on reserve land so we hope that the manner in which the community will magnify the value of the \$ sum requested will be recognised by council.

4. Drinking water fountains.

As part of our Zero Waste Glenorchy initiative, we are hoping to secure a community wide commitment to end the sale of bottled water. However there are no public water fountains in the township and we ask that council provide funds for one by the community hall/village green and one by the waterfront marina /skatepark area.

5. Traffic and parking management strategy.

The community has been requesting funds for some years now to produce a holistic township wide traffic management and parking plan. Given the imminent removal of parking requirements by the NPS Urban Development, we ask that this longstanding request is funded in the first year of the proposed plan.

We ask that specific funds are allocated to form a footpath along the east side of Benmore Place between Lochburn Avenue to join with the path at the lake end of Mull Street as the association has received several reports relating to pedestrian safety in this area.

6. Glenorchy Science, Environment and Conservation Centre.

This project, which was supported by the Torokiki programme, is looking to find a site on which it can be established. At this stage, we would like to flag up that we may seek to use Council land if a suitable site is identified, and if that is the case we hope that Council would support such use.

The Glenorchy Community do not support the proposed spending of ratepayer funds on a new car park building, new council offices, the inner arterial projects or on infrastructure to develop Lakeview at this time as they represent poor use of limited funds at a time when there are much more important priorities that need to be addressed across our district.

We do support the proposal to equalise the costs of reticulated water and wastewater across the district.

We don't think there should have to be a choice made between public transport or active transport. Both should be priorities.



John Glover
Chairman, for the Glenorchy Community Association Committee : 15 April 2021



Funding Submission for Community Association Grant July 2021- June 2024

Dear Councillors and QLDC staff,

Please find below our request for funding for our planned expenditure for the next 3 years.

This has been broken down into the costs :-

1. that we will incur each year for:
 - operating the Glenorchy Community Pool;
 - some modest sums for supporting environmental improvements
 - our community Anzac wreath
 - accounting fees;

and :-

2. Community projects that we see as essential over the next 3 years.

Community pool - a replacement pool filter system is required and a quote is attached. We had 2100 swimmer visits in the 4 months December 2020 to end March 2021. We were pleased to be able to show the pool to the Mayor and Chief Executive when they visited Glenorchy in February and explain the improvements we had already funded ourselves. We are working with staff identify if other savings can be made but we note that we will also need funding in the future for a new pool liner.

Native nursery - there is a well recognised shortage of native plants for biodiversity and indigenous vegetation improvements and restoration at the head of the lake. The community plan to build and operate a native nursery so that this barrier is removed. We have plans to ensure ongoing operation of the facility is funded but need to construct a facility. Based on design advice from DOC a simple facility has been designed and is illustrated below and the materials cost is also included. We have a number of options for locations but are currently working with staff to see which area of reserve land works best. We are asking for 50% of the materials cost and will provide the balance and labour to build the nursery from the community.

Bible terrace landscape plan - Council recently took ownership of a 4 hectare block of land known as the Bible Terrace. The community will collaborate with Council to improve and maintain the land which has significant potential for recreational use and biodiversity improvements. A site visit has been held and a community workshop will establish an agreed vision for the land. Funding is requested to enable this to be drawn up into a landscape / planting plan and the amount requested is based on advice from professionals who have undertaken similar work in Glenorchy previously.

Please note, all committee time is voluntary and all funds received from Council are spent within our community. Our decision making is open and transparent and our priorities are guided by the Glenorchy Community Plan and Vision documents.

We request that project funding is allocated in year one along with year one operating costs and year two and year three operating cost are paid in the respective period. Ie \$37,200 in year one then \$12,850 in year two and year three.

We look forward to speaking to this funding application.

Regards,



John Glover, for the Glenorchy Community Association Committee.
April 2021

Details of funding requested

Glenorchy Community Association funding request 2021-2024			
Annual operating costs			
Net cost of running Glenorchy pool (details below)		\$10,800	
Native plants and rabbit guards		\$500	
Payment towards predator control work		\$1,000	
Anzac wreath		\$300	
Accountancy fees		\$250	
Total annual operating costs		\$12,850	
Operating costs over 3 years			\$38,550
Funding requests for community projects			
Replacement swimming pool filtration system			\$9,000
Materials to build a community native nursery (50% of budget cost)			\$10,350
Landscape and planting plan Bible Terrace project			\$5,000
Total project costs			\$24,350
Funding requested for period July 2021- June 24			\$62,900
Annual swimming pool running costs 2021-24			
Expenditure			
Cleaning labour		\$7,600	
Insurance		\$3,500	
Chemicals		\$2,000	
Electricity & gas		\$4,000	
Income			
User payments		-\$4,000	
School payment		-\$2,300	
annual pool running cost		\$10,800	

Quote for pool filter replacement

Southern Spas & Pools
Relax your mind Soothe your body

202 Glenda Drive
 Frankton
 Queenstown

Email: info@southernspasools.co.nz
 Phone: 03 442 3030

GST Number: 99302690

Quote

Invoice No.:	00005934
Date:	11/03/2021
Your Ref:	filters
Terms:	Net 20th after EOM

Glenorchy Community Pool
 PO Box 38
 GLENORCHY

Delivery Address:
 Glenorchy Community Pool
 PO Box 38
 GLENORCHY

QTY	ITEM CODE	DESCRIPTION	UNIT PRICE (ex-GST)	DISC %	TOTAL PRICE (ex-GST)
2	Filter	Hayward 36 inch sand filter with 50mm MPV (valve)	\$2,800.00		\$5,600.00
26	WC - 35304	Sand 25kg Bag(GR18/36)Walton p	\$24.347826		\$633.04
7	LABOUR - tech	estimated labour remove old filter and replumb for new filters, install and fill with new sand.	\$59.00		\$413.00
1	Non Stock Service Invoice	wet and dry vac hire to remove old sand from old filter so old filter can be removed from plant room. Sand will need to be disposed of on site somewhere. We cannot take old sand away.	\$104.35		\$104.35
1	Non Stock Service Invoice	estimated pipe and fittings for new filter installation	\$455.00		\$455.00
90	VEHICLE - Per Kilometre	Vehicle	\$1.50		\$135.00

Delivery via:
Delivery Date:
Salesperson:

Subtotal:	\$7,340.39
Freight (ex-GST):	\$560.00
GST:	\$1,185.06
Total (inc-GST):	\$9,085.45
Paid to Date:	\$0.00
Balance Due:	\$9,085.45

How to Pay

DIRECT CREDIT PAYMENTS TO:

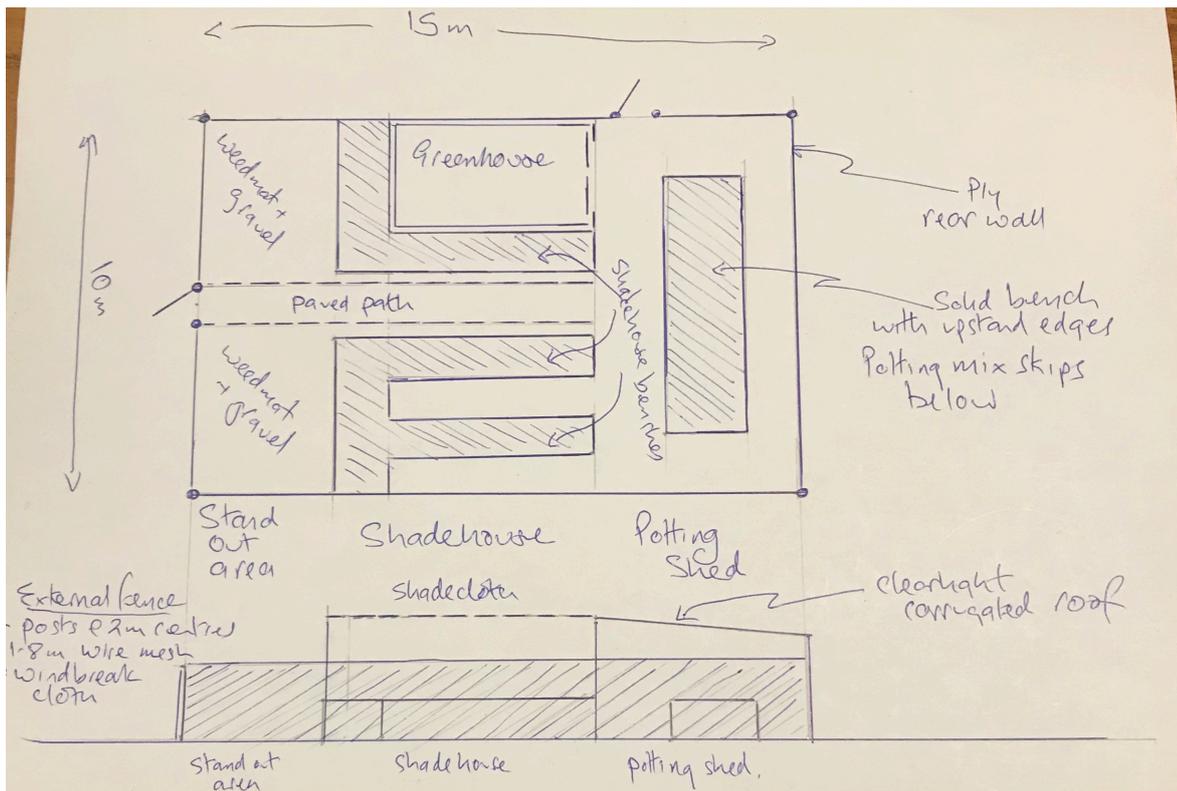
03-0187-0716745-00

Please include your customer reference

Interest at 2.5% per month may be charged on overdue accounts. Any expenses, costs & disbursements incurred by Southern Spas & Pools Ltd in recovering any outstanding monies including debt collection agency and solicitor costs shall be paid by the customer.
 For full copy of trading terms:
<https://www.southernspasools.co.nz/terms-conditions-of-trade/>



Community native nursery design



Native nursery materials list

Expense	Purpose	Cost \$ (GST exclusive)
---------	---------	-------------------------

See materials list below - prices are retail, include GST but not freight/ delivery.

Item	Cost inc GST
20 x round fence posts 2.7m tall	\$700
40 x bags dry mix concrete	\$450
2 x gates 1.5w x 1.8h	\$600
50m x 1.8mh deer fencing w wire & strainers	\$300
50m x 1.8mh windbreak	\$350
50m sq weedmat	\$300
100m sq shade cloth	\$300
50m sq polycarbonate roofing sheets	\$800
200 linear m radiata 200x50 H3	\$2000
100 linear m radiata 50x25 H3	\$450
100 linear m radiata boxing grade 150x25 H3	\$450
6 sheets ply 2400x1200x18 H3	\$750
Hardware - nails, staples, brackets	\$450
Gravel for hard standing 30 mcu	\$300
60 Pavers 500x500	\$1800
Irrigation pipe and fittings	\$1500
Seed trays	\$100
Poly skips for potting mix	\$200
Skid mounted timber greenhouse 5.8m x 3m	\$8900
Total	\$20,700

GLOVER John

Glenorchy

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Prioritisation and funding for climate change is absent from this plan. Required improvements for the resource recovery centre to divert organic waste must be funded in the next 2 years. Opex to fund a senior staff member to lead on climate action should be provided for together with a budget to effect meaningful change

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

There should not be a choice required to be made between providing either active or public transport. Both should be funded.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

I do not support the inclusion and funding of stage 1 and 2 of the arterials or any additional parking buildings. I fail to understand how \$7 million is required for ferry infrastructure when there are existing wharves available. I only support significant expenditure of pedestrianisation where that results in more roads being pedestrianised.

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

1. We cannot justify \$56 million on new Council offices when all other community projects and the majority of active transport projects have been deferred.

It would be of greater value to the community if the performing arts centre was built on the freehold site now, instead of council offices. The efficiency argument for bringing all staff together does not make sense given the shift to home and video conversations that have served us so well over the last year.

2. Council does not need to invest significant sums to 'cement' the role of the CBD. You can't force people to come here, you need to make people want to go down town and there are far cheaper and more effective ways of doing this than expensive street furniture.

3. I am concerned that the sale and development costs of Lakeview are going to far outweigh the benefits. The project was supposed to deliver affordable housing on the site and provide income to fund infrastructure.

I can't see any income over the 10 years of this plan and unless there are specific figures written into the sale agreement regarding affordable property prices (and we can see from Hawea how easy that is to change) then the properties built will not be affordable.

It looks as though the amount spent to date and the amount in the plan on developing the block along with ongoing funding responsibilities eg rockfall protection will, in current day terms, outweigh the value of the land sale which is due over a period of 20 years so I struggle to see how this is meeting the agreed principles.

My submission is that the whole of the land is retained by Council and the housing trust are allowed to do the build.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HENSMAN Grant

Wakatipu Wilding Conifer Control Group Inc (WCG)

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:



Submission on the QLDC Annual Plan, QLDC 2021-2031 Ten Year Plan

2021 – 2031 He Mahere Kahurutaka

Wakatipu Wilding Conifer Control Group Inc (WCG)

7 April 2021

Summary of the submission

- Recognition of the wilding threat to tussock landscape, native ecosystems and biodiversity, our waterways, historical areas, QLDC and DOC reserves, to tourism and recreational areas, to fire risk and therefore to the community.
- Historical support of QLDC in founding the WCG, supporting and financing wilding control.
- In the current 2018-2028 Long Term Plan, QLDC commits an annual \$500,000 to wilding conifer control in the Wakatipu and WCG submits that QLDC continue this funding.
- **QLDC has contributed over \$3 million since 2009/10 for wilding control, WCG has succeeded in further leveraging this funding into a substantial amount of over \$20 million across the ten years.**
- This past investment of over \$20 million will be wasted unless the task is completed and on-going, scheduled maintenance is funded.
- WCG applauds QLDC's vision in allocating the annual funding of \$500,000 for wilding control and appreciates other support from QLDC, this funding ensures continuity of control and shows commitment to our environment, unique landscape and community.

- WCG supports the harvest of the Coronet forest and proposed re-vegetation programme. WCG has wilding maintenance work planned and budgeted for over the next few years, to deal with the seedling spread from the forest.
- Other Wakatipu environmental community groups also support and endorse the work of WCG and recognise that their own conservation efforts are interlinked with the detrimental effects of exponential growth of wilding conifers/pines. If WCG fail in their control efforts, then local environmental groups are also likely to fail in their own objectives.
- The continued foresight and support of QLDC is needed, the importance of their contributions to WCG are vital so that positive outcomes are created for the community, such as protecting our outstanding landscapes and unique environment, protecting recreational and historic features, protecting waterways (Independent analysis suggests wilding pines have a strong impact on waterways - wilding pines can decrease the amount of water that flows into rivers by 30% to 40%) and in the process, lessening potential fire risk and whilst in this current economic climate also create and maintain jobs that benefit the community as a whole.

1. Wilding control historically adopted by QLDC

- 1.1 QLDC has recognised the enormous threat of wilding pines to the Wakatipu golden tussock landscapes, native ecosystems and biodiversity, our waterways, to heritage values, to tourism and recreational areas, to the community and the fire risk from uncontrolled spread. In 2004 Council commissioned a Wilding Strategy.
- 1.2 In 2008 QLDC commissioned and adopted a Wilding Management Strategy for 2008 – 2012. The Strategy called for a community-based Group to be established, in part, so that other funding could be more easily sourced. Initiated by Council, the WCG was formed in April 2009.
- 1.3 WCG is tasked with co-ordinating funding and control efforts and responsibilities of various agencies including QLDC, ORC, LINZ, DOC and to represent Wakatipu in the National Wilding Conifer Control Programme lobbying for further National funding.
- 1.4 QLDC has received extensive WCG reporting, been totally supportive of and backed WCG with staff, finance, administration, resources, use of Council media and meeting venues when needed.

2. Over a decade of wilding control is a foresighted community investment

- 2.1 Investment of over \$20 million in wilding conifer control since 2009. Over the next three years, there is a forecast and approved further \$7,741,836 to be spent on wilding conifer control in the Wakatipu, funding can only be drawn down from other sources if QLDC's continued contribution is maintained at current levels.
- 2.2 Due to the exponential spread of wildings, large investment is required now for both elimination of seed sources and the maintenance/containment programme, as future costs will also become exponential if past investments already made are not followed up. (If no previous control had been carried out, it is estimated that the costs would have risen by 30% per year, this proves council was immensely foresighted to initiate the formation of WCG over 10 years ago with the resulting extensive wilding conifer control carried out to date.)
- 2.3 We are winning in many areas and holding some areas, WCG have been focusing on coning trees and continue to reduce seed sources affecting vulnerable land.
- 2.4 This wilding control season 2020/2021, WCG will invest over \$6 million in boom spraying, helicopter lancing and ground crew work. The maps attached show an example of operations undertaken.
- 2.5 Don't we need these trees to tackle climate change? Whilst wilding pines can help with climate change, their impact on the environment outweighs any benefit they could offer. On the whole it is better for the environment to remove them. Most wilding pines are not included in New Zealand's Emissions Trading Scheme because of the threat to New Zealand's unique biodiversity. There are better options for removing carbon from the atmosphere.
- 2.6 The WCG stakeholders greatly influence the direction and operations of WCG and operational activities take into account our obligations and responsibilities to Ngāi Tahu and support their role as kaitiaki. WCG and its stakeholders work collaboratively and take pride in being adaptive and responsive.
- 2.7 The WCG aligns most strongly with the QLDC 'Vision beyond 2050 - Deafening Dawn Chorus | Waraki' by protecting our whenua and unique environment protecting the flora and fauna and setting the standard for combating biodiversity loss by managing the eradication of Wilding Conifers in the Wakatipu Basin.
- 2.8 WCG 's vision and objectives align with QLDC 'Parks and Open Spaces Strategy' where open spaces are valued by the community and are protected and enhanced for future generations whilst contributing to enhanced biodiversity and improved water quality.
- 2.9 The WCG submit that Council continues to contribute \$500,000 annually as previously detailed in the 2018-2028 Long Term Plan towards wilding control and maintenance in order that WCG can continue to leverage this amount into far greater sums. The

successful advances made over the last few years have meant that WCG have been able to attack the problem from many angles and slowly sweep the wilding pine problem from the backcountry and work further in towards the Queenstown township. In order to continue the task, it is vital to maintain the backcountry and further remove more seed sources with an end view of completing the task and maintain gains.

3. Priority use of funding

- 3.1. WCG's priority is currently to remove as many seeding trees, woodlots, shelterbelts, road-side conifers (other than non-wilding species) as possible and permissible. The cost of constantly removing seedlings on infested land while still leaving seeding trees to rain seed onto cleared land is clearly not viable.
- 3.2. WCG commends Council for the proactive removal of the Coronet forest. This is setting an example to all landowners and ratepayers by investing in removing seed sources, thus reducing the future wilding control spend.
- 3.3. WCG has set a budget and planning is in motion to update their current strategy to ensure ongoing, relevant priorities are set.

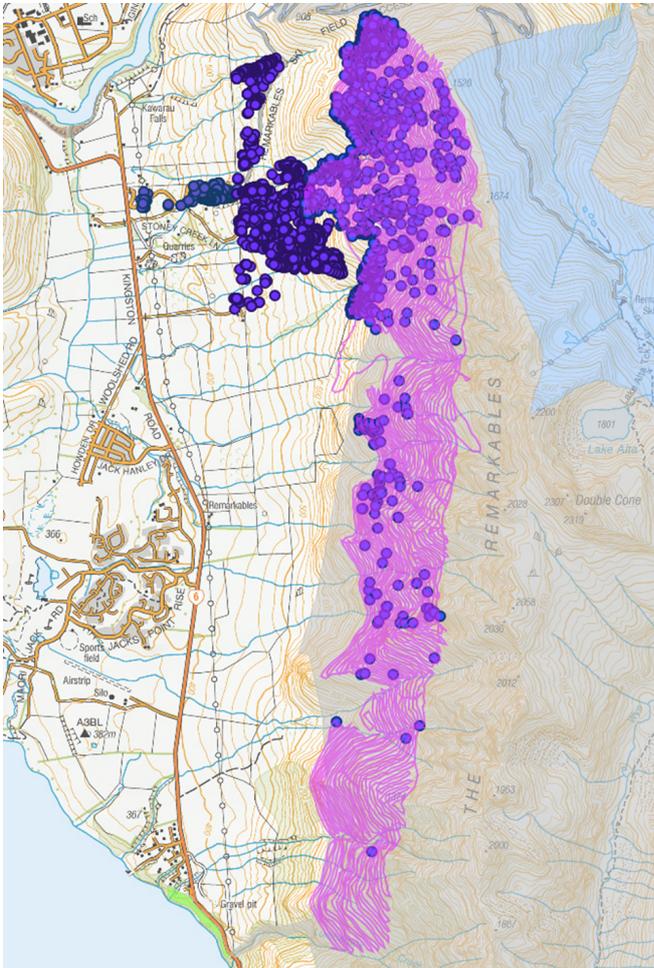
Recommendation

1. WCG has been allocated \$500,000 from QLDC annually until 2025. Extensive reporting by WCG shows the good work done thus far. Subsequently, WCG propose that QLDC continue to support WCG with the annual contribution of \$500,000 in the years following 2025 in both the annual plans and the new 2021-2031 LTP.

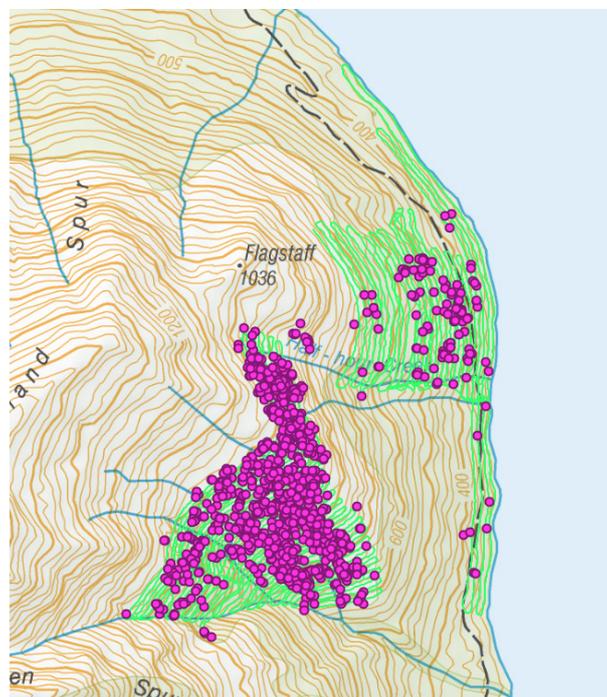
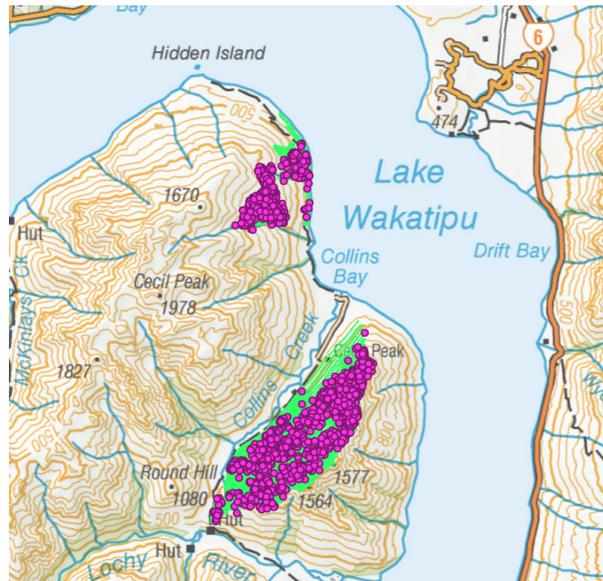
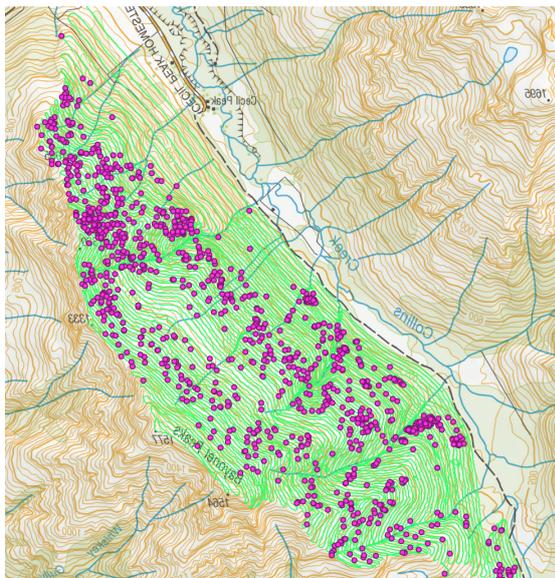


95 x wilding conifer control operations carried out this season by WCG so far (2020/21) including the two following examples.

Example 1: The Remarkables Range front faces. Map shows the distribution of trees removed/treated by both lancing & ground control operations. Just over 1,000 hectares protected in this operation.



Example 2: Cecil Peak Maps – 1,112 hectares protected by a heli/lancing operation over December '20/January '21 with 2,324 trees treated.



HEWLAND Steve

Glenorchy Trails Trust

Glenorchy

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. If you have a pre-prepared submission, you can upload it below.

The Glenorchy Trails Trust - -QLDC 10 Year Plan Submission – April 2021

The Glenorchy Trails Trust (GYTT - formerly the Head of the Lake Trails Trust) was formed in 2017 with the aim of creating safe walking and biking trails in the head of Lake Wakatipu areas of Glenorchy, Kinloch Rees, Dart Valleys, and Paradise. It aims to achieve community-based outcomes including access to the foreshore, various recreational areas, linking areas of the community together, and safe options for families and children.

The Trust has a 10 year Strategic Plan that includes a recreational trail that links Glenorchy with Queenstown and the Greenstone Valley via the head of the lake communities and in doing so building the missing link of the Te Araroa Trail.

One of the desired outcomes from the recent shaping our futures visioning process is for the town to be at the centre of a network of interconnected trails and the Trust is working towards achieving that goal. The Trust enjoys strong support from the local community. It has on file support letters from the Glenorchy Community Association, Geoff Owen (DoC), the Glenorchy chapter of Rural Women, the Glenorchy Primary School, Camp Glenorchy, the Queenstown Mountain Bike Club, and the Queenstown Trails Trust. It has fundraised the \$89,000 required to build stage 1 of its first trail, the Buckler Burn Loop. This has been successful through the generosity of;

- Community Trust South
- Central Lakes Trust
- Glenorchy Rural Women
- Glenorchy Community Trust
- And the people of the head of the lake and the surrounding district supporting the Trusts own fundraising activities.

In the future we hope to have support from the QLDC proportionally commensurate with the Queenstown Trails Trust and the Upper Clutha Tracks Trust. For now, the funding sought is for two priority items for the Trust as follows.

Trail signage for Stage 1 of the Buckler Burn Loop Trail

The Trust is expected to have successfully fundraised the necessary money for Stage 1 of its Buckler Burn Loop Trail and commenced construction of it by June 2021. Signage at each end of the trail is necessary for way finding and safety, as it is within road reserve it will also advertise the QLDC along with the Trust. For example, this sign was recently commissioned and paid for by the Trust:



Based on the cost for the last sign the Trust is seeking a total of \$2500 towards signage at each end of this trail.

Website development

The Trust has a website however as it has matured the template-based website is no longer meeting its needs. To engage with its trail users, raise awareness, and improve fundraising, the Trust needs a new website that will provide the following opportunities;

- Direct fund raising through online donations
- Downloadable local maps and trails
- Planning for trips to Glenorchy
- A directory of related businesses and local hospitality to support the local community
- Links to social media
- Graphical updates of fundraising efforts
- Active transport route advocacy
- Membership
- Mailing list management

The Trust is seeking a grant of \$10,000 to develop a new website.

Consortium Submission

The Glenorchy Trails Trust has also joined a consortium of other bike entity's in the district who are making a submission seeking funding for the development of a strategic plan. Please refer to that submission for further information.

HOLLYER Matt

on Behalf of: Queenstown Football Club Queenstown
Squash Club Queenstown Cricket Club Queenstown
Junior Basketball Club Wakatipu Rugby Club Wakatipu
Hockey Club Wakatipu Netball Centre
Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Submission to QLDC Ten Year plan.

Thank you for the previous support that QLDC and the Sports and Recreation department have shown to the proposal for a shared sports clubrooms facility and service. Whilst progress has not been as substantial as we had hoped to by now we remain committed to the value that a "club hub" will provide our clubs - and others - and implore you to retain the capital building costs and plans as part of the community's sport and recreation plan as well as the QEC Master Plan.

This club hub aims to achieve two things:

1. the collaboration between the clubs in terms of shared services; and
2. the physical building as a gathering point for sports groups

On behalf of our hundreds of members we have been working with the Sport and Recreation Manager on both strands of this work and ask that you continue to direct time and financial support towards achieving the initial goal of a shared services entity with proper skills and governance as well as the longer term project of the building project. We note that where this is scope to speed up the development of the building project amongst other infrastructure priorities that we are ready and willing to help with this.

I am willing to speak on behalf of this submission during the hearings for the Ten Year Plan.

on Behalf of:

Queenstown Football Club
Queenstown Squash Club
Queenstown Cricket Club
Queenstown Junior Basketball Club
Wakatipu Rugby Club
Wakatipu Hockey Club
Wakatipu Netball Centre

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

BLAKE Marc

Queenstown Contemporary / Broker Galleries

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

I am satisfied with the Council's response, funding should be prioritised to efforts/projects with demonstrable and researched backed viability.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION ONE: Council confirms the prioritisation and funding or non-funding of transport projects as outlined

Please tell us more about your response:

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION ONE: Rates recovery focused on wider CBD ratepayers

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. If you have a pre-prepared submission, you can upload it below.

Please note that we can only accept .docx files.
Additional documents or PDF files can be emailed to letstalk@qldc.govt.nz

Marc Blake - Arts and Culture in QT.docx

Arts and cultural opportunities and support are a fundamental part of a healthy society.

In June 2019, thanks to the overwhelming generosity of the owners, I took an empty, new commercial tenancy in Five Mile and subsequently turned it into the largest artist-run space in New Zealand - Queenstown Contemporary. In the short time that has followed, even through pandemics, lockdowns and economic downturns, I have managed to show the work of over 300 artists from around our region and beyond and have staged exhibition opening night events that attracted an average of 150 people each, with some gathering up to 250, which is more than all the other galleries here combined. We have also sold large volumes of artworks and assisted with the professional and career development of artists.

The community support has been overwhelming. The gallery itself has seen thousands of visitors during opening hours, both locals and from further field. This kind of support demonstrates the absolute demand and need from both artists and the public alike, to create, promote and engage with visual art on a regular and increasing basis. This drive of mine is multi-generational and is as much about creating opportunities for the public learn and understand the true value of arts and culture as it is for artists to make and show their work.

As a professional artist with 17 works held in New Zealand's largest private collection and almost two decades of national and international exhibition experience, Queenstown Contemporary was born out of the desire to see Queenstown finally begin to step onto the stage, with the goal of becoming a major destination for arts and cultural tourism, as well as sustaining a vibrant, local arts scene that educates and sustains a healthy, culturally rich community. The first step towards this goal, is to establish a local, arts hub where members of our own community can gather, create, learn, develop and show and foster networks and support and also provide a location for education and input from professionals from outside our region.

I knew that within 2 years of beginning this QC project, I would literally single-handedly create the very beginnings of the "insider art world" context for what needs to go on to become an arts industry in Queenstown, creating jobs and sustainable economic growth. Right on schedule, we now see Starkwhite, an established Auckland commercial gallery recently opening in the Queenstown CBD, Webbs auction house about to launch their first ever Queenstown based auction in the next couple of days and I have personally opened my own commercial gallery space, Broker, in the CBD. This is only the very beginning, but in order to sustain this trend and maximise it, the QLDC *must* take an active and lead role in assisting the strategic and closely managed direction of arts and cultural support and infrastructure from this moment on and it has to be lead by the right people with the right vision to guide it specifically as the global art world needs it to be. We are literally at the beginning of a new economic chapter for Queenstown Lakes, one which will add to the overall

health and wellbeing of our entire community and further establish our region as the premier destination for visitors, both domestically and internationally.

Recommendations:

- Formation of a small, key team of locally based arts professionals to assist with programming, funding, infrastructure and strategic planning.
- QLDC + government + private partnerships.
- The formation of and ongoing financial support of a dedicated visual arts centre.
- Significant elements of the Three Lakes Cultural Trust Masterplan brought to life.
- Strategic planning as to how QT Lakes can diversify towards a sustainable, growing Arts & Culture economy.
- Strategic planning as to how QT Lakes can become a premier showcase for New Zealand arts and culture, thereby adding an entire new reason to visit, stay and live in our region.
- Investment in infrastructure and planning towards sustainable pathways for arts and cultural economic growth.
- Support and education for locals in terms of understanding the health and wellbeing and overall fundamental value of art and ideas in our community.
- Professional development programmes to enable/create entrepreneurship and arts careers for locals.
- Support via grants and funding for individuals and teams with proven track records seeking to “raise the bar” through arts related projects.
- Strategic planning towards a public art museum.
- Financial support/incentive to arts/cultural businesses to assist/ease initial stages of operation/setup.
- Financial support/incentive to property developers to allow them to create spaces for arts and cultural activities within new developments.

GEDDES Nick

Clark Fortune McDonald

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Submission on behalf of
Scope Resources Ltd
& Trojan Holdings Ltd

April 2021

Prepared by: Nick Geddes





Abbreviations:

LTP	Ten Year Plan 2021-2031	QLDC	Queenstown Lakes District Council
SRL	Scope Resources Ltd	THL	Trojan Holdings Ltd
DE	Dwelling Equivalent	CIZ	Coneburn Industrial Zone

1.0 Submitter

1.1 Scope Resources Ltd & Trojan Holdings Ltd

Scope Resources Ltd is a development partner with Trojan Holdings Ltd (THL) in land known as Coneburn Industrial and located in the Southern Corridor / Te Tapuae.

The genesis of the Coneburn Industrial Zone (CIZ) originates from Submission 361 made by SCL and THL on Stage 1 of the District Plan Review. QLDC adopted this Zone in its entirety into the Proposed District Plan, August 2015.

It is acknowledged that infrastructurally, the CIZ is based upon the premise of being self-serviced which only stems from there being no public reticulation available in the Southern Corridor in 2015 when CIZ was first contemplated.

SRL and THL both agree that the disposal of wastewater to ground and privately sourced / reticulated water does not enjoy the longevity of a reticulated network for both water and wastewater. The preference of both developers in CIZ is that this Zone is fully serviced by public water and wastewater reticulation.

In September 2020, SRL obtained resource consent RM190816 to construct three reservoirs above CIZ to be supplied with water from the existing Kelvin Heights bulk water supply and intended to serve future water reticulation in a wider network across Coneburn Valley. The RM190816 consent intends for these reservoirs to be vested to QLDC.

2.0 Submission

Through Council initiated meetings in relation to the Southern Corridor, the LTP and discussions held with QLDC, SRL & THL are cognizant the District has been (and is still) under considerable pressure to identify and facilitate growth.

The LTP acknowledges there is a significant challenge for QLDC in developing and funding the future infrastructure needs of the Southern Corridor¹, there is an appetite for development sooner

¹ Paragraph 3, Part 4.3.1, QLDC Ten Year Plan 2021-2031.



than infrastructure investment², Council is continually looking for opportunities to partner with developers to provide infrastructure³, plans to explore alternative models of funding / financing and this includes value-based commercial arrangements for the provision of its services and financing infrastructure to be delivered off the balance sheet⁴.

SRL & THL have been seeking to progressively develop CIZ since its adoption into the Proposed District Plan August 2015 as evident in recent consenting for a community reservoir above CIZ.

SRL & THL have indicated to QLDC since 2015 they are willing to be a partner with QLDC in furthering water and wastewater reticulation for the Southern Corridor. Both are amenable to extending any partnership to include other landowners (developers) in the Southern Corridor with a view to collectively delivering infrastructure to service the area.

3.0 Hearing / Public Forum

SRL & THL wishes to be heard at any Council forum in relation to this submission and answer any questions raised in the interim. Preferably, SRL & THL would invite a meeting with QLDC representatives in relation to infrastructural issues towards collectively delivering infrastructure to service the Southern Corridor.

² Paragraph 4, Part 4.3.1, QLDC Ten Year Plan 2021-2031.

³ Paragraph 1, Part 6, QLDC Ten Year Plan 2021-2031.

⁴ Paragraph 1, Part 6.3

GEDDES Nick

on behalf of: Homestead Bay Trustees Ltd

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Submission on behalf of
Homestead Bay Trustees Ltd

April 2021

Prepared by: Nick Geddes





Abbreviations:

LTP	2021-2031 Long Term Plan	QLDC	Queenstown Lakes District Council
HBTL	Homestead Bay Trustees Ltd	LINZ	Land Information New Zealand
DE	Dwelling Equivalent	NPS-UD	National Policy Statement on Urban Development 2020

1.0 Submitter

In November 2016, Homestead Bay Trustees Ltd purchased land containing the following Activity Areas of the Jacks Point Zone: Open Space Residential, Open Space Horticultural, Open Space Foreshore, Boating Facilities and Homestead Bay Village.

Since 2016, HBTL has endeavoured to progressively developed Homestead Bay in accordance with the expectations of the Operative District Plan.

Resource consent RM161288 was approved by QLDC August 2017 for the creation of 12 residential living allotments in the Open Space Residential areas of the Jacks Point Structure Plan and houses are currently under construction on these allotments.

HBTL obtained a bore permit from the Otago Regional Council (RM17.134) for a production bore to supply the entire Homestead Bay development with a secure water source. This water bore has potential capacity to service 6227DEs.

HBTL lodged resource consent RM180718 to create bulk titles for development of the Homestead Bay Village as the first step towards releasing the intended Homestead Bay Village adopted by QLDC into the District Plan August 2003.

RM180718 has been on-hold with QLDC since September 2019 pending discussions between HBTL and QLDC which primarily relate to the infrastructure required to service the Village.

HBTL lodged resource consent RM190450 to construct a Marina and foreshore landscaping / re-vegetation within the Boating and Facilities area of Homestead Bay as acknowledged and anticipated by the District Plan since August 2003. This resource consent was lodged November 2019 and has been on-hold pending LINZ approval and related infrastructure required to service the Marina and neighboring Village.

In addition to the above, a submission (#715) was made on Stage 1 of the District Plan Review to re-zone the Open Space Horticultural area (15 residential units) of Homestead Bay to a density similar to the central part of Jacks Point at 10-15 dwellings per hectare equating to the provision of approximately 195 additional residential units. The submission is now the subject of an appeal ENV-2018-CHC-109.



2.0 Submission

2.1 Wakatipu's Future Growth Areas

Like the 1993 Settlement Strategy and 2003 District Plan (as amended by Variation 16), the 2021 Draft Spatial Plan and 2021-2031 Long Term Plan both recognise the Te Tapuae / Southern Corridor as being one of three areas identified in the Wakatipu Basin for the future growth of Queenstown.

The two other areas in the Wakatipu Basin identified for future growth are Ladies Mile and Quail Rise South. QLDC began developing a Masterplan for the Ladies Mile area¹ in May 2019 following the 2019 Stage 2 District Plan Review process where QLDC rejected all submissions for re-zoning on the eastern side of the Shotover River for reasons directly related to the capacity of the SH6 Shotover River Bridge². For this reason (interalia), the Ladies Mile area is not currently zoned in the District Plan for the development expectations set out in the Masterplan for the Ladies Mile.

The draft LTP allocates funding to facilitate development of the Ladies Mile area ahead and well in advance of contemplating whether (or not) to allocate funding within the Southern Corridor despite the Southern Corridor being identified as having 'considerable potential' for future residential development in advance³ of Ladies Mile.

Through Council initiated meetings in relation to the Southern Corridor, the LTP and discussions held with QLDC, HBTL are cognisant that the District has been (and is still) under considerable pressure to identify and facilitate growth. The 2020 National Policy Statement on Urban Development⁴ adds a statutory "row of teeth" that requires Council to plan for this growth⁵. As listed in part 1 above, HBTL has resource consent applications that were placed on-hold before QLDC contemplated the development of the alternative areas listed for future growth in the draft LTP. These consents facilitate the development of a Village which was identified 18 years ago in 2003 as being suitable for considerable urban growth.

It is simply not understood how any strategic planning work, advice, or decision could reasonably arrive at prioritising LTP funding for the Ladies Mile area ahead of the Southern Corridor when the Southern Corridor was identified 26 years in advance of other development areas. In these respect the community's district plan expectations for Homestead Bay have been in play for approximately 15 years with appropriate cognisance on the part of private and commercial decision-makers

The constraints to Ladies Mile development are well documented in the draft LTP, Spatial Plan and the District Plan review process. These constraints are obvious and considerable. By funding Ladies Mile in advance of the Southern Corridor, QLDC have elected to place these considerable

¹ Part 4.3.7, QLDC Ten Year Plan 2021-2031.

² Section 2.9, Stage 2 Commissioners Decision 18.1, February 2019.

³ QLDC Settlement Strategy 1993

⁴ Providing Plan Enabled Development Capacity – Part 3.2, NPS-UDC 2020.

⁵ Part 5.4.2, QLDC Ten Year Plan 2021-2031.



constraints / obstacles directly⁶ in front of a community which is recognized as being reliant on growth and one already under considerable pressure to accommodate this growth.

2.2 Developer Partnership

The draft LTP acknowledges there is a significant challenge for QLDC in developing and funding the future infrastructure needs of the Southern Corridor⁷, there is an appetite for development sooner than infrastructure investment⁸, Council is continually looking for opportunities to partner with developers to provide infrastructure⁹, plans to explore alternative models of funding / financing and this includes value-based commercial arrangements for the provision of its services and financing infrastructure to be delivered off the balance sheet¹⁰.

HBTL's residential aspirations alone represent a considerable contribution payable to QLDC at a rate of \$19,549.00 per dwelling equivalent.

HBTL owns lakeside land containing high quality bore sourced potable water supply developable to provide for 6221DE.

HBTL has indicated to QLDC since 2019 that it is willing to be a partner with QLDC in furthering water and wastewater reticulation for the Southern Corridor. HBTL is amenable to extending any partnership to include other landowners (developers) in the Southern Corridor with a view to collectively delivering infrastructure to service the area.

3.0 Hearing / Public Forum

Homestead Bay Trustees Ltd wishes to be heard at any Council forum in relation to this submission and answer any questions raised in the interim. Preferably, Homestead Bay Trustees Ltd would invite a meeting with QLDC representatives in relation to infrastructural issues towards collectively delivering infrastructure to service the Southern Corridor.

⁶ Within the next five years.

⁷ Paragraph 3, Part 4.3.1, QLDC Ten Year Plan 2021-2031.

⁸ Paragraph 4, Part 4.3.1, QLDC Ten Year Plan 2021-2031.

⁹ Paragraph 1, Part 6, QLDC Ten Year Plan 2021-2031.

¹⁰ Paragraph 1, Part 6.3, QLDC Ten Year Plan 2021-2031.

GIBBONS Daniel

Queenstown Cricket Club

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Our cricket club provides competitive, social, and development cricket for approximately 700 players ranging from primary school ages to adults.

In recent years the availability of suitable ground space has become more and more condensed - a great problem to have for a sports club, but still a problem and it's not going away. This has been made worse with the demands of catering to the international teams (affecting availability of pitches well beyond their actual time in the district), the construction of the all-weather sports turf (eliminating 4 junior and social cricket pitches)

To rectify these issues we urge you to a) develop additional playing spaces - which won't just benefit our sport - at places such as Shotover Country, Lake Hayes Estate area, Jardine Park and near Arthurs Point; b) encourage you to invest in more grass cricket pitches in the established playing fields (QEC, Jacks Point) as this will enable greater rotation of surfaces to play on for numerous games per week and; c) reinstate Warren Park to a suitable standard for junior cricket in particular.

We recognise that the sports and recreation planning and QEC master plan are topical, we encourage you to direct the management and sub-committees responsible for such investment to engage with QCC and advance with the provision of grounds to keep young and old active in this sport and engaged with their community.

I, or one of our committee members, are willing to speak to this submission at the hearing.

Regards
President
Queenstown Cricket Club

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

GOLDEN Anita

Lake Hayes Estate Community Association

Queenstown/Wakatipu

Q. Responding to Climate Change

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PDF submission attached

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LAKE HAYES ESTATE AND SHOTOVER COUNTRY COMMUNITY ASSOCIATION (LHSCCA)

SUBMISSION ON LONG TERM COUNCIL COMMUNITY PLAN 2021

Thank you for the opportunity to submit on the Long Term Council Community Plan. (LTCP)

The LHSCCA aims to represent the over 4.5k residents and ratepayers within Lake Hayes Estate and Shotover Country. Our community has seen significant fast growth resulting in it now being one of the largest residential populations in the Whakatipu Basin. The community has been impacted upon by both the growth within Shotover and Lakes Hayes Estate, and in the wider Queenstown Lakes and Central Otago area.

Feedback on the LTCP

Growth

It is important that Lake Hayes Estate and Shotover Country continue to become a community rather than an ever-growing 'development' or suburb. Currently, our community has a larger population than Arrowtown, and yet we have no hall, church, swimming pool or sports fields. Despite commercial development being proposed in each of the plan changes that created the zoning, little commercial development has occurred.

Instead, most of our community, if not all, has to travel to employment and services located west of the Shotover Bridge. We are therefore opposed to the funding of infrastructure to support growth within the Ladies Mile area until such time that:

- a) Transportation infrastructure and services are significantly improved to reduce congestion
- b) Our community has facilities and services within it that reduce the need to travel.

Any such growth at Ladies Mile should be funded by development contributions and should not commence until such time that there is real improvement to transportation.

Even if there is a 50% modal shift from private vehicles to public transport within Lake Hayes Estate and Shotover country (which is a hard ask) and then if the new development at Ladies Mile achieves the same, we are still at capacity on the bridge. Because of the difficulty in achieving commercial and industrial activity at Ladies Mile, given its proximity to Frankton's existing industrial and commercial services, it is unlikely that it can become a live-work environment.

The NPS-UD requires that the Council remove minimum car park requirements from the District Plan. This is a positive, but only if the Council is on board and supports active travel and improved public transport connections. **We request that the Council put funding towards effective and efficient public transport, and towards active travel.**

This should be in conjunction with **provision of services and facilities within our community**; if the childrens' ballet, gym, touch rugby, soccer, and other services and facilities can be provided within our community, this would reduce the travel demands. Shotover Primary School has a roll of over 500 students, many other children travel to other schools, the majority attend extra curricular activities which necessitate travel.

We are opposed to valuable land being used for park and ride. **We do not believe that park and ride facilities will work in this location and they should not be funded.**

Requests:

- That funding is focused on public transport and active travel.
- That funding is allocated in conjunction with Waka Kotahi and ORC to undertake an indepth analysis of traffic movements from the LHE/SC area to understand a. Where people are travelling. b. Why they are using their cars.
- That no funding is put towards Park and Ride.
- That Council funds comprehensive parking plans and works with the community to find out how a modal change can happen.
- That until a significant modal change can be achieved, and or the bridge is upgraded, no further development at Ladies Mile can progress.
- That Council does not fund Ladies Mile development; that all of the infrastructure required is funded via development contributions or government funding programmes .

Community Facilities

Our community has no hall, community space, sports fields, swimming pool and no commercial precinct. We request that **funding is made available to provide these facilities for this existing community**. The provision of these facilities should not be subject to growth at Ladies Mile.

Our Community Association works hard to engage with our community. A community that is connected is more resilient. Without a community hub we struggle to gain that connection. We request that the dwelling at 516 Ladies Mile is converted to provide community space.

We request that Council funds

-
- The upgrade of the buildings at 516 Ladies Mile so that it becomes a community facility that can be used for meetings, community groups, gym, sports groups etc.
- The provision of sports fields at 516 Ladies Mile and attractive planting that compliments the edible nut trees.
- Toilet facilities at the Lower Shotover sports fields and in the lower Bridesdale swimming holes (adjacent to the Wakatipu Trail)
- Re-grassing and irrigating of McBride Park

Request for continued Financial Support of the LHESCCA

The LHESCCA advocates for and represents over 4.5k residents living in the immediate area. The main form of communication with our residents is through our CA Facebook page which has just under 1400 active followers. We also have direct access to two private groups for Lake Hayes and Shotover Country with 4.6k and 3.7k of members. Our ability to reach the community is growing quickly and we have had an excellent response over the past year to efforts to engage with our residents. Some of the activities undertaken in the past year include:

- Halloween at McBride Park (annual event)
- Luma - light up the neighbourhood (2020 lockdown initiative to continue in 2021)
- Community Forum on Ladies Mile development (attended by over 100 residents)
- Community Polls and requests for information / feedback eg Park n Ride example above
- Opportunity for residents to attend CA meetings and hear from speakers eg Emergency Management and Park n Ride initiatives.
- Attendance by CA and community members at stakeholder engagement events
- Nice Neighbours - celebrating the people within our neighbourhood.
- Hard copy Newsletter printed and delivered to the majority of residents to reach those who are not on social media.

All of the above activities and the numerous hours spent on various submissions, events and education are all conducted by volunteers within the community.

Larger projects - many of which are still ongoing:

- Community Facilities for the residents community - 516 Ladies Mile
- Richmond Park Mini Skate Ramp - over 50% of funding has been sourced including from CA funds. Plans are well advanced to raise the remaining 15k needed.
- Cricket Nets installed at McBride Park
- Shotover Country Community Gardens - plans are progressing with a dedicated group of residents in Shotover Country.

The LHESCCA requests funding of 10k over the next three years of the LTP to support community initiatives that include:

- Financial assistance with community initiatives such as community gardens, the skate ramp, bike tracks and jump park.
- Continuation and expansion and support for community events eg LUMA, Halloween, Community markets.
- Assistance with community engagement and approvals needed for the facilities and activities.
- Alternative Transport Campaign - active transport, public transport, ride share etc specifically for the LHESCCA area to kick off in spring.

- An even bigger and better skate park (Like at Arrowtown)
- Native planting/rehabilitation of Hayes creek and along Kawarau River
- More funding towards weed management in our reserve areas
- Implement the plan that Council drew up for Widgeon reserve. It had a bike track, picnic tables and some planting including further investigation of the a jump park.
- Shotover Community Gardens
- Large community playground at Shotover Country
- Community funding for improvement plan for Nevin Square
- Shelter Planting around court at McBride Pk
- Civil Defence resilience facilities in the welfare centres designated within our communities.
- Financial assistance for trapping initiatives. Supporting the efforts already underway and allocating money towards subsidies for private predator trap purchase. The trapinators recommended by DOC costs \$92. If the Council can assist the Community with subsidising even half the cost can subsidize half of the cost, that could invite a few people to get one. If 1 household every 5 had one, that would greatly help to reach the Whakatipu Wildlife Trusts goal.

The above ideas and projects are supported by the information gathered from our community through the Shaping our Future Community Report, engagement during the 2017 LTP process and through community events and informal consultation.

Relation to the 2050 Vision and LTP

The projects and work of the LHESCCA apply to many parts of the LTP (as detailed in our feedback) and also the Vision 2050. Of particular relevance is our focus on building a strong, supportive resilient community that is connected to each other and to the wider district. The community value the diversity and environment that we live in and all of our initiatives are designed to enhance the feeling of belonging and ensure the well-being of a large resident population that has been impacted significantly by the effects of COVID 19.

Specifically relevant are the following Vision aspects:

- Thriving People / W H A K A P U Ā W A I H A P O R I
- Opportunities for All / H E Ō H A K A T A U R I K U R A
- Deafening Dawn Chorus / W A R A K I
- Disaster Defying Resilience / H E H A P O R I A U M A N G E A

Conclusion

As Council is aware, our Community Association is made up of people in our community who give their time and energy on a voluntary basis to try and make a positive difference. We are all busy with work and families and while we try very hard to respond to all of the Council documents, it is time

consuming and can add pressure to our already busy lives. It is very important that Council staff and councillors engage with our community and help us provide feedback and support for our locals. We would very much appreciate it if Council staff come engage early in the concept stage and talk to us before they reach the 'public consultation' stage when a preferred option has been decided upon.

Our request for 10k in financial support over the 3 year period would be used to assist in advancing the projects already underway (by allowing us to apply for matched funding, and engage expert support when needed) and to support administration and community engagement initiatives for a large residential population.

We wish to be heard in support of our submission.

Kind regards,

Lake Hayes and Shotover Country Community Association

Email: [REDACTED]

Contact: Chair Anita Golden

Phone: [REDACTED]

Appendix 1

Community Comments – 10 Year Plan early engagement Sept/Oct 2017

Top 5 themes (verbatim comments)

LAKE HAYES ESTATE AND SHOTOVER COUNTRY (Total comments = 186)

1. Want new community hall/sports facilities in Lake Hayes Estate and Shotover Country, and in Frankton.

Related comments:

- A hall that you can use for afternoon activities ie ballet, karate
- Community Hall/Community Centre/Club rooms (x6)
- Gym
- Gymnastics club
- Community rooms -- shared but could also be used for therapy and consultants such as dieticians, speech therapy, pediatric physio
- Facilities/space for teenagers/Youth Booth; Somewhere for teenagers to hang out, evening entertainment for them; Teen(ish) community rooms (x3)
- Shared Community rooms -- dance, yoga, sports groups, meetings, youth group
- Communal Sports room and area
- Club rooms with Emergency Services hub to utilise specialised staff already living in Lake Hayes Estate and Shotover Country.
- Centralised community facilities, sports fields, hall, pool etc.
- Community sports facility at Widgeon Place (LHE). All sport: rugby, tennis, cricket, netball, softball etc.
- LHE/Shotover: a community hall with a wooden floor (current school hall flooring limits use for some activities e.g. dancing).
- Additional community pool as Alpine at capacity for schools. Say at Shotover Country.
- Community Facilities - meeting place; sporting/clubs; swimming pool
- Events Centre: would ideally have an additional pool, expanded stadium, squash courts, new netball courts and WAY MORE parking!!
- Lengthen present [QEC] pool to 50m. Turn it around 90 degrees. Split in the middle to double users.
- Sport club rooms - parking around it. Swimming Pool. Squash Courts.
- Community Swimming Pool
- Swimming Pool, Skate Park, Jetboat straight to Shotover
- Community Hall, Swimming Pool, Gym
- Swimming Pool (x14)
- Community Swimming Pool
- Swimming pool, can be difficult to get into lessons currently
- Swimming Pool at Widgeon Place
- Swimming Pool, Sports Pavilion, Skate park (BIG)

- Small pool -- easy to access in local community for those with disabilities
- Horse riding Club.
- Sports field
- Skate Park and ramp, underpass to LHE, Bike access to high school, new bridge? New track?

(50 comments)

2. Want more/better/safer cycleways/walkways, including safe road crossing points, particularly to new high school.

Related comments:

- Bikeway to new High School (x6)
- Better straight through bike track to high school.
- Clip on foot and cycle bridge to State Highway over Shotover
- Cycle and walk underpass under SH6
- Attach walk/cycle track to Bridge [Shotover] especially with Wakatipu High School moving to Frankton and no school buses, and increasing recreational cyclists.
- Improved cycle access over river [Shotover]. Ban cycles over existing bridge.
- Better access to High School
- Cycle bridge to the high school
- Easy way to High School
- Alternative (shorter) cycle route from LHE to the new high school.
- change wide verges to bike lanes
- Link to Lake Hayes Underpass (x2) -
- Howards Drive pedestrian crossing or underpass
- Underpass between LHE and Lake Hayes walking track.
- Trail upgrade to commuter status between SC and LHE and Frankton Flats (can they be solar generating?).
- safe crossing from LHE to Lake Hayes
- Safe crossing on Ladies Mile to Lake Hayes
- safe crossings (around Shotover Primary)
- Safer crossing from LHE to Lake Hayes -- crossing that road is dangerous!

(25 comments)

3. Want new outdoor community recreation spaces in Lake Hayes Estate and Shotover Country

Related comments:

- Developing Widgeon Place
- A basketball court; a skate park
- Skate ramp/park (x10)
- Bigger flying fox

- Motorbike track
- Athletics track and field (x3)
- Athletics facilities
- Full size hockey turf (x2)
- Confidence course
- Ropes/ Confidence/ Agility course -- something challenging for older kids
- Widgeon Place sports and rec grounds
- Mini golf for kids
- BMX track
- BMX Park
- Bring Frankton Golf Course to Shotover
- Dirt jumps for bikes (x3)
- Dirt jumps for bikes and mini ramp
- Downhill track for bikes
- Flying fox to river
- Soccer club
- Swings
- Bike tracks and sports fields down Widgeon Place (LHE).
- Zip line
- Upgrade court turf area, install tennis net, hedge around the current turf -- too windy at present.
- Tennis courts

(36 comments)

4. Want improved public transport/commuter options and facilities.

Related comments:

- Jet boat to high school
- Shotover/LHE don't have half hour buses Put a park and ride at Frankton for us to use
- Very regular bus 15-30 mins all day and night
- Bus service
- Bus/transport shelters.
- Formal and covered bus stops for new suburban service.
- Public transport needs improving - buses more often, bus shelters.
- Park and Ride facilities - gondala - near school
- Water taxi along the river - esp high school students.
- Water taxi Kawarau to High School and Frankton.
- Public Transport, high speed ferry, buses
- Jet Ferry from Widgeon place, stop at SC and onto High School
- Extend water taxi to SC and LHE in peak times
- Electric bike station

- E bike station -- especially for high school kids biking with bags and gear and going on to after school activities

(15 comments)

5. Community gardens (including edible/fruit trees etc.) in Lake Hayes Estate/Shotover Country.

Related comments:

- Community gardens (x10 comments)

Unique/interesting ideas:

Neighbourhood watch

Community initiative to build a sense of community

APPENDIX 2-

LAKE HAYES ESTATE AND SHOTOVER COUNTRY COMMUNITY ASSOCIATION (LHSC)

SUBMISSION ON 2017-2018 ANNUAL PLAN

The Lake Hayes Estate and Shotover Country Community Association (LHSC) appreciates the opportunity to submit on the Annual Plan and commends the Council's aim to engage with the community. Our Community Association aims to represent the residents and ratepayers within Lake Hayes Estate and Shotover Country. Our community has seen significant growth, and has been impacted upon by both the growth within Shotover and Lakes Hayes Estate, and in the wider Queenstown area. It is important that Lake Hayes Estate and Shotover Country continue to become a community rather than a 'development'.

General comment

While we agree that it is necessary to invest in infrastructure, it is important that the Council continues to source funding for the growth in tourism and new development from avenues other than rates. Our community is being impacted upon by surrounding developments and there is concern that the true cost of those developments is not being met by the developers. Further, the true costs of Lake Hayes Estate and Shotover have not been met by the developers, particularly with respect to community facilities and reserves. Queenstown is already an extremely expensive place to live development costs (increased demand on infrastructure) should not fall on the ratepayer.

Request:

The LHSC requests that the Council continues to work with Central Government to ensure that the true costs of increased tourist numbers are not imposed on the ratepayers. That the Council ensures that when determining development contributions it is the true cost of development that is met, and that developments do not place an increased burden on the ratepayers to assist in upgrades to infrastructure that are necessary to support those new developments.

Our existing community needs facilities and services and it is not reasonable to suggest that these will only be provided if there is more development.

Public transport

The LHSC commends the Council's efforts to make public transport affordable and effective. Unfortunately residents in both Lake Hayes Estate and Shotover Country have to travel to work. If public transport were both efficient (in terms of regular services and timeliness) and cost effective then many residents would choose to use it. It is important that any bus service from Lake Hayes Estate/Shotover Country has direct service into the Queenstown CBD. A park and ride in Frankton is not of benefit to our residents, and nor are bus services that have transfers/long stops in Frankton.

Regular bus services are needed between Lake Hayes Estate/Shotover Country and Five Mile, Airport, Queenstown CBD and the High School.

Consideration should also be given to the location of services and places of employment, so that into the future residents do not have to travel as extensively for these services. For instance, library services should be provided at 516 Ladies Mile so that Lake Hayes Estate and Shotover Country Residents do not have to travel into Queenstown CBD or Frankton. Other communities such as Arrowtown have their own library, and consideration should be given to providing such services within our community.

Request

We request that the Council continue to work on provision of an effective and efficient public transport service.

Recognise that any system needs to be efficient, and for Lake Hayes Estate/Shotover Country residents a park and ride in Frankton is not helpful.

To plan strategically for the future service needs of Shotover Country and Lake Hayes Estate, so that the need to travel is reduced.

Congestion

The Council's investment in roading and public transport to reduce congestion is supported.

Request

We request that the Council continues to focus on completion of roading projects and public transport to reduce congestion. At a strategic level consideration should also be given to the location of key services in order to reduce the need for travel to and from LHSC.

Lake Hayes Estate Shotover Country Community Association.

NUMAGUCHI Annabelle

Shaping our Future, Inc.

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

SoF is submitting a report generated from our Wellbeing Forum March 2021 for consideration. The WaterTask Force report will follow shortly.

The pdf document has been emailed directly to letstalk@qldc.govt.nz.

Thank you for your attention to this matter.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

SoF is submitting a report generated from our Wellbeing Forum March 2021 for consideration. The WaterTask Force report will follow shortly.

The pdf document has been emailed directly to letstalk@qldc.govt.nz.

Thank you for your attention to this matter.

See "Appendix A" (at the back of this agenda) for additional submission document

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:



Background

Shaping our Future is an independent, apolitical, non-profit organisation created to give every person in the community the opportunity to have a voice in shaping our communities' future proactively, equitably and sustainably.

We work with the community and governance to create a viable long-term vision and roadmap for the future on relevant topics as our district goes through rapid change.

Our aim is to bring together our community to discuss their hopes and dreams for the future, assess current big issues and explore innovative solutions without being constrained by a pre-determined outcome.

Shaping Our Future has been supported by QLDC and driven by our community since our inception in 2010.

Activities and Outputs 2018 to 2021

1. 2018 Wakatipu Freshwater Forum
2. 2019 Upper Clutha Freshwater Forum and Report
3. 2020
 - a. Work of Shaping Our Future curtailed due to impact of COVID-19.
 - b. Substantially new board and new chair, November 2020.
 - c. Review of previous forums, reports, and business model to inform future work.
 - d. Wakatipu Water Report progressed.
4. 2021
 - a. Wellbeing survey and forums in Wanaka and Queenstown, March 2021.
Supplementing wellbeing/Quality of Life surveys and reporting conducted by QLDC. Report attached for your information.
 - b. NPS-UD On-site Parking Rule Meeting Facilitation, March 2021.
 - c. Wakatipu Water Report finalised April 2021.

Headline Activities for the next 3 years

1. Community Forums

Use of inclusive and forward-thinking community consultation processes to capture and report on community aspirations around the following proposed topics:

- | | |
|------|---|
| 2021 | Community Wellbeing - Forums March, report attached.
NPS-UD Comprehensive Parking – Facilitated Discussion March, Summarised meeting notes provided to participants in April.
Destination Management –Forums late 2021, (Facilitating Community input into QLDC/DQ/LWT Destination Management process). |
| 2022 | Diverse Growth – Forums early 2022. |
| 2023 | Local Climate Action – Forums early 2023. |
| 2024 | Sustainable Connected Communities – Forums early 2024. |

2. Community Visioning

Advocacy and interventions with local and regional stakeholder organisations to progress the key recommendations arising from community consultation and forums in a timely manner. Reports will be scheduled with QLDC processes.

Trials of virtual forum techniques and improving engagement with under-represented sectors of the community.

- | | |
|---------|---|
| 2021-22 | Hawea and Kingston (Following requests from community associations) |
| 2023-24 | On request from community associations without community plans |

Shaping Our Future Funding Submission 2021-24
 QLDC Long Term Plan 2021 to 2031



SoF would like to be heard on LTP submission

Requested Funding 2021 to 2024

To enable Shaping Our Future to carry out its crucial role in gathering, forming, and sharing community sentiment, aspirations, and desires into the future, even more effectively than we have in the past, we request a sum of **\$60,000** for each of the next three years.

Our financial position and budget provided below details the breakdown of where funding would be used, ie facilitation of forums and workshops; operational support for forums including organisation of forum, surveys and co-ordinating and driving task force responses to ensure satisfactory conclusion is reached in a timely manner.

Thank you for your consideration of our request.

The current financial position of Shaping Our Future is included below.

Table 1. Shaping Our Future Financial Position as at end of March 2021.

Earnings statement

Shaping Our Future Inc

	Actual Jul 18- Jun 19	Actual Jul 19- Jun 20	Forecast Jul 20- Jun 21	Budget Jul 21- Jun 22	Budget Jul 22- Jun 23	Budget Jul 23- Jun 24
Revenue						
QLDC Funding	60,000	60,000	20,000	60,000	60,000	60,000
Grants	0	0	15,000	5,000	5,000	5,000
Interest Income	1	0	0	0	0	0
Other Income	0	57	0	0	0	0
Total Revenue	60,001	60,057	35,000	65,000	65,000	65,000
Operating Expenses						
Accounting Fees	700	900	900	900	900	900
Bad Debts	575	0	0	0	0	0
Bank Fees	0	8	0	0	0	0
Executive Support	50,930	40,532	11,780	46,000	48,000	50,000
Event & AGM Costs	0	403	233	500	500	500
Forum Costs and Facilitation	10,984	2,595	10,126	12,000	12,000	12,000
General Expenses	399	390	200	250	250	250
Marketing/Advertising	1,015	630	1,000	1,000	1,000	1,000
Seminars, Conferences & Meetings	349	0	0	0	0	0
Subscriptions	803	799	974	1,004	1,060	1,126
Telephones	0	0	100	240	240	240
Travel - Local	1,401	649	400	750	750	750
Website, Computer support	60	60	4,015	1,500	1,500	1,500
Total Operating Expenses	67,216	46,967	29,727	64,144	66,200	68,266
Surplus/Deficit	(7,216)	13,090	5,273	856	(1,200)	(3,266)
Opening cash				17,500	18,356	17,156
Closing cash			17,500	18,356	17,156	13,890

Shaping Our Future Funding Submission 2021-24
QLDC Long Term Plan 2021 to 2031

SoF would like to be heard on LTP submission



A handwritten signature in blue ink that reads 'Vanessa van Uden'.

Vanessa Van Uden
Chair
Shaping Our Future Board

A handwritten signature in blue ink that reads 'John Glover'.

John Glover
Secretary
Shaping Our Future Board



Wellbeing Forum March 2021

Use of this information and Disclaimer

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Wellbeing Forum – Monday & Tuesday 8-9 March, 2021, Wanaka & Queenstown

Four sessions were held in the two communities as well as running a 10-minute survey in conjunction with the forum. The information contained in this report is a summary of the raw data received.

If you have any questions or would like further information please contact Shaping our Future at executive@shapingourfuture.org.nz



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Executive Summary

Shaping our Future (SoF) facilitated a Community Forum asking the communities in Wanaka and Queenstown to prioritize issues that contribute to the wellbeing of residents. The purpose of this forum is to contribute further towards influencing QLDC's Ten Year Strategy and to identify areas of further exploration that SoF can facilitate in the next three years.

The forum was held on 8th and 9th March 2021 with almost 40 attendees and 135 respondents to the online survey. Attendees of forum events were also encouraged to take the online survey. Respondents to the survey were approximately 70% female, 70% NZ European/8% Maori/20% Other and over 90% Citizens or Residents of New Zealand. The link to the results of the survey in their entirety can be found at <https://www.surveymonkey.com/stories/SM-8N7NBB9C/>.

Attendees were asked to undertake a range of facilitated individual and group exercises in world café style. Topics were grouped under the following headings:

- Social wellbeing
- Cultural wellbeing
- Economic wellbeing
- Environmental wellbeing

The forum took place almost exactly 1-year after the initial national lockdown in response to the Covid-19 pandemic of 2020. At the end of 2020, QLDC ran a 40-minute survey on the Quality of Life; with such rapidly changing circumstances, and particularly the local economic impacts from the loss of international tourism, SoF felt there was real value in more deeply understanding community perceptions of wellbeing.



Key themes emerged from the information and are summarised below:

General Wellbeing

- Cohesive long-term vision, values and purpose
- The need for economic diversity
- Housing affordability / Cost of Living
- Access to quality healthcare

Social Wellbeing

- Community connection
- Housing affordability
- Access to quality health care, mental and physical
- Managed versus uncontrolled growth

Cultural Wellbeing

- Collaboration with diverse voices
- Opportunities for expression

Economic Wellbeing

- Need for diversification
- Less reliance on tourism
- Ability to earn a good living
- Satisfying job opportunities

Environmental Wellbeing

- Environmental Sustainability / Climate change response
- Ensuring water quality
- Biodiversity retained

Wellbeing - The Ideal Future

Attendees were asked to provide one word that described their ideal future. The results are presented in the wordle below (the larger the word the more often it was mentioned), with the following words emerging as the most mentioned, “Collaboration, Community, Connection/tedness and Regenerative”.



Discussion on Wellbeing-Issues and Success Factors

Attendees were asked to discuss four topics in small groups: Priority Issues, Express a Vision in a Single Word, Identify Factors that Lead to Success and Create Headlines for 2030 that Would Indicate a Successful Outcome.

A summary table is included below, using Bold font to indicate ideas that were mentioned three or more times:

Queenstown Sessions-Discussion

Priority Issues	Vision-Single Words	Success Factors
<ul style="list-style-type: none"> ● Affordable and Liveable housing (affordability, energy-efficiency, green space developments) ● Drop in Visitor Numbers affecting economy - need to diversify economy Low-wage economy ● Climate sustainability ● Loss of Identity and character ● Cost of living too high (wealth inequalities, housing, disposable income) ● Uncontrolled Growth ● Inequality-wealth and power distribution and underserved communities need to be heard ● Engagement and Isolation ● More education opportunities ● Traffic, parking-general mobility / Transport ● Health system ● Preventative Mental Wellbeing Approach ● Inability to Plan for the future (i.e. border opening) 	<p>The People, The People / People First / Whanau</p> <p>Pollution Free / Environmental / Eco-Tourism /Protected Greenspaces</p> <p>Thrive/Cared for /Supported/Holistic/Giving</p> <p>Advocacy/communication from council</p> <p>Community / Connections / Belonging / Togetherness / Inclusion</p> <p>Diversity</p> <p>Collaboration</p> <p>Affordability</p> <p>Accessibility</p> <p>Education</p> <p>Mental Health</p>	<ul style="list-style-type: none"> ● Community Connections and Cohesion (i.e. Volunteerism, Kia Kaha Comm. Hub) ● Housing Security ● Ability to make a Good Living (i.e. local minimum wage or living wage), Satisfying Jobs ● Climate Security, Environmentally sustainable, Clean environment ● Elected officials representative of community / Collaboration with Diverse Voices ● More resilient ● Controlled growth ● Alliance b/w Community, Business and Personal needs ● Less focus on Capitalism / Economy Diversification ● Tangible Benefits for locals (i.e. subsidized public transport, local discounts/prices, health services) ● Balanced, fair social system (health, education)/ Good h system (no waiting list)/Hospital / Inclusion ● Wellbeing Hub ● Engagement & Participation ● Education & Training Options increased ● Better looking downtown area ● Sustainable Tourism ● Be measurable and tracked ● Personal Security (fewer drunken assaults)

<ul style="list-style-type: none"> ● Lack of skilled workers/labour shortages ● Water Quality ● Trans-Tasman Bubble ● Transparency ● Insufficient space for community groups ● Lack of civics education 	<p>Harmony / Respect / Joyous / Housed & Happy / Meaningful / Empathetic / Balance / Happiness</p> <p>Wealthy</p> <p>Safe</p> <p>Privacy Rights / Freedom</p> <p>Ambiance</p>	<ul style="list-style-type: none"> ● Feel pleasant, welcoming, individualised ● Feel proud to live here ● More bikes, fewer cars ● More prosperity ● Spiritual ● All children get all meals.
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The Headlines in 2030

Attendees were asked to come up with a 'newspaper' headline for 2030 that reflects a future where Wellbeing has been successfully achieved. Some of the responses included:

Queenstown voted No 1 place to live in NZ

We've Done It! Zero Suicide Rates

Queenstown Achieves Carbon Neutral Status

No Tourism, No Problem

Council Funds E-bike Scheme for Local Residents

CBD Car-Free

International Climate Change Conference Hub Opens

Shotover Traffic Problem Solved

Wanaka Isn't Perfect, but Nobody's Lonely

Last Power Company Goes Bust

Climate Changes Back!

The Challenges and Priorities for Community Wellbeing

This section of the forum explored the current challenges and priorities as identified by the community.

Attendees were asked to provide one word to describe the biggest challenge currently facing the Queenstown Lakes District. The combined results are displayed in this wordle, demonstrating the greatest occurrence in the following four words, “Connectivity, Connection, Growth and Stability”.



Priority Issues Workshop - ideas

The last section of the forum in **Queenstown** asked attendees to delve deeper into the priority issues identified in the previous exercise. Note this section was only approximately 15 minutes and did not allow for in-depth discussion, rather brainstorming. The number of participants in Wanaka was limited and it was decided that a more casual brainstorming session should ensue. The outcome of this informal discussion is displayed in the Table below.

Issue	Critical Driving Influences	Ideal Outcomes	Solutions
Loss of Character & Heritage	<ul style="list-style-type: none"> ● Controlling Loss of Green Space ● Disconnected and disjointed development (transport issues, disconnected community) ● Locals causing issues (traffic, violence and drugs) ● Visibility of issues 	<ul style="list-style-type: none"> ● Better planning ● Better connected community 	<ol style="list-style-type: none"> 1. Better Communication of issues and how they're being dealt with 2. Awareness of heritage and cultural history 3. Institutional knowledge 4. Recognition and Celebration of the past (raise the profile of character, heritage becomes important to the people of QT)
Economic Diversification Reliance on Tourism	<ul style="list-style-type: none"> ● Single focus of QT is Tourism ● Council and DQ responsible ● Marketing to mass markets (2x) ● Construct an identity based on Tourism ● More hotels ● Awesome scenery ● Growth/greed ● Corporate driven ● Reluctance to define limits ● GDP is the measure 	<ul style="list-style-type: none"> ● DQ and QLDC market town's identity as sustainable Go To place for Educational and IT hubs ● Visitor Numbers capped ● Innovation-Support new entrepreneurs ● University and/or training centres ● Green Economy-grow our food, generate our power, process rubbish, etc.) ● Community decides limits to growth, including Visitor Numbers ● Happy, secure residents ● Community benefits hugely from Tourism 	<ol style="list-style-type: none"> 1. Cap Visitor Numbers 2. Offer best internet for free everywhere 3. Be Green-stop building houses and hotels (QLDC) 4. Fund new entrepreneurs (QLDC) 5. Invite Boarding School to set up 6. Invite University 7. Invite Tech Hub 8. Limit Visitor Accommodation 9. Create diverse, sustainable industries (health, wellbeing) 10. Self-empowerment of individuals 11. Organic growth instead of corporate driven 12. High speed rail to Invercargill

<p>Housing – Affordability / Quality</p>	<ul style="list-style-type: none"> ● Lack of housing ● Cost to build, buy or rent ● Quality of housing stock ● Need more energy-efficient homes 	<ul style="list-style-type: none"> ● Everyone has a comfortable, healthy, affordable home to live in. 	<ol style="list-style-type: none"> 1. Change the inflation rate target mandate to slow property boom (Reserve Bank) 2. Build Units and Rent Affordably (QLDC and QLCHT) 3. More Flexibility on land use for developers 4. Build community-centred developments 5. Creative housing solutions, like a designated tiny homes area 6. Shared ownership (QLCHT)
<p>Environment and Pollution</p>	<ul style="list-style-type: none"> ● Government’s National Policy statements that don’t match our environmental aspirations ● Developer’s deep pockets (Resource Consent matters) 	<ul style="list-style-type: none"> ● Monitoring of benchmarks. ● Community involvement-input reflected in council plans and policies. ● Clear communication between council, business sector and others. ● Lake and Waterways pure. ● Stormwater well controlled. ● Wilding pines and pests controlled or gone. ● Landscape still open. ● Biodiversity retained. ● Subdivisions not spread over entire basin. 	<ol style="list-style-type: none"> 1. Electric public transport, including ski buses 2. Bike paths for community 3. Mix of carrot and stick approach 4. Proactive council 5. Clear rules 6. Volunteer programs 7. Coordination between community, NGO, Volunteer groups and council.
<p>Inequality</p>	<ul style="list-style-type: none"> ● Low wage economy ● Expensive housing ● Immigration Status ● Money talks 	<ul style="list-style-type: none"> ● Narrow income gap. ● Affordable housing. ● Measure: mortgage to income ratio. 	<ol style="list-style-type: none"> 1. More housing run by Housing Trusts 2. More restrictions on developers 3. Higher minimum wage/ higher wages, Living wage
<p>Engagement & Isolation</p>	<ul style="list-style-type: none"> ● Isolation of community groups participating in health services due to political constraints through territorial cultures. 	<ul style="list-style-type: none"> ● Wellbeing Hub (i.e. Spectrum Club, Youth Booth) ● Increased knowledge and awareness through education (feedback sheets, Quality of Life Surveys, Happiness Surveys) 	<ol style="list-style-type: none"> 1. Ensuring we engage with isolated groups to encourage multiculturalism 2. Creating a cultural wellbeing hub (health, economic) 3. Strategy for diversity and Inclusion 4. Preventative wellbeing programming.

		<ul style="list-style-type: none"> Increased participation in improving wellbeing for others. 	
Access to Quality Health System	<ul style="list-style-type: none"> Physical and Mental health Specialists Prevention Maternity Equity Communication 	<ul style="list-style-type: none"> Everyone is happy with health system. Everyone can get seen (or treated) in Queenstown. 	<ol style="list-style-type: none"> Healthy tourism-separate health system, new hospital, train specialists Care and access online Look after our neighbours Mental health education in schools (compulsory) and workplaces (advocate for staff) Funded GP Visits Dental affordability-funded.

Wanaka Sessions

Fewer participants were present at the two Wanaka sessions, so the forum took a more casual approach and the results of the brainstorming sessions are set out in the table below.

Priority Issues	Vision-Single Words	Successful Factors
<ul style="list-style-type: none"> Growth / Infrastructure not coping Encourage New Industries: Financial Pressures (Boom and Bust Cycle) / Economic Diversity Accessibility to Healthcare Cost of Living Lack of Mental Health awareness Affordability of Housing Ensuring our Community is Connected / Feeling Disconnected (2x) Accessibility of Land “Image” and Perception Lack of diversity Over-regulated Imbalance of Power Disenfranchisement “Why Try?” 	<p>Connection</p> <p>Accessibility</p> <p>Diversity / Integrated</p> <p>Transparency</p> <p>Congruence</p> <p>Voice / Involvement / Collective input</p> <p>Balance</p>	<ul style="list-style-type: none"> Employment and Economic Diversity Connection / Neighbourhood Connections Integrated Community / Less Fragmentation Inclusive: A Home for All (Aged Care, Disability, Respite) Work / Life Balance Voice / Engaged and heard Collective Group Action / Opportunities for people to put their hands up Contentment Thrive, Not Survive Accessible, Affordable Comprehensive Healthcare Affordable Accommodation Accessible Transport to enable Connection Authenticity (empowered/able to be who you are) Value Shift from Economic Focus Transparency

<ul style="list-style-type: none"> ● Need to empower individuals re: wellbeing ● Recovery ● Nostalgia for “what it was like” ● Climate Crisis ● Environmental Toxins ● Need New Ideas and Processes / Historical Creating lack of cohesive long term Vision (2x) ● Education (2x) ● Governance /Leadership not listening ● Limited Defensive Planning 	<p style="text-align: center;">Structure to a Plan</p> <p style="text-align: center;">Delivery</p> <p style="text-align: center;">Enabling</p>	<ul style="list-style-type: none"> ● Regenerative Process ● Wai Wanaka (brings connection) ● Good Leaders (authentic commitment, action oriented) ● Education (schools & workplace) ● Vision for Wanaka ● Quality, Not Quantity ● Science and Research funding ● Support ski field development
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The Survey - Results and Analysis

The survey ran through the month of March and canvassed 135 people, some of whom were participants in the forum. Whilst statistically small, the greatest value of this survey is in identifying community priorities, which indicates the areas that Shaping our Future could focus its efforts for the next 1-3 years.

The survey consisted of twelve questions, separated into the four main categories: Social, Cultural, Economic and Environmental, including an overall query regarding the Vision Beyond 2050. There were three other questions about demographics which have been covered earlier in this report.

Social Wellbeing

Q1. Regarding social wellbeing, when asked what the number one issue was, over fifty percent responded, “Better resourced, more connected health system (mental health, physical health, maternity care), with the remaining options receiving relatively equal weight, as can be seen below:

▼ Better accessibility and information to mental health and social services	6.67%	9
▼ Access to culturally appropriate support services	5.19%	7
▼ Mental Health Education for all	5.19%	7
▼ Better resourced, more connected health system (mental health, physical health, maternity care)	50.37%	68
▼ More connected community	12.59%	17
▼ Access to meaningful work	8.89%	12
▼ Access to tertiary education that is locally and socially relevant	2.22%	3
▼ Other (please specify)	Responses	8.89%

Q2. Respondents were almost evenly divided on the three different options about what is needed to help respondents connect better with the community?

ANSWER CHOICES	RESPONSES
▼ Places to meet and/or do activities.	40.63% 52
▼ Events and/or festivals that bring the community together	39.06% 50
▼ People employed to create opportunities for communities to meet up and work together	28.91% 37
▼ Other (please specify)	Responses 10.94% 14

Q3. There was no single solution that emerged for housing, though the four answers that received approximately 20% vote each were Affordability; Incentives to build better homes; Increase in availability of homes to meet different needs; and, Lower cost of living to increase disposable income.

ANSWER CHOICES	RESPONSES
▼ Affordability to buy a standard home	20.90% 28
▼ Innovative affordable home solutions, like tiny homes	11.19% 15
▼ Incentives to build more comfortable, low carbon houses, e.g. passive houses	19.40% 26
▼ Security of tenure i.e. length of rental agreements	0.75% 1
▼ Range and choice of available housing to meet different needs	19.40% 26
▼ Lower cost of living to Increase levels of disposable income	17.16% 23
▼ Changes to the Accommodation Supplement so more people are able to apply.	2.24% 3
▼ Other (please specify)	Responses 8.96% 12
TOTAL	134

Q4. An opportunity for open answers was given to the question, “what should we be aiming for” and 104 responses were given. The general theme of these responses was as follows: More spaces to encourage community connectedness, Access to mental healthcare (a concern about the number of suicides was frequently mentioned), Affordability of housing and Cost of Living. Answers with unique or specific details are listed below:

- Provide a schedule or list of people or specific agencies - (whether Govt or local and community based) - together with their landline Office or contact telephone or 0800 numbers
- A reduced and limited number of liquor shops
- A move to smaller sections and houses that are more energy efficient and sustainably built
- Live in apprenticeship jobs for migrant and purchase housing alternative for vulnerable community
- Equality of services including crisis services. Peer led services. Appropriate pay for MH workers
- Thinking differently about co-housing opportunities in the region. Creative solutions to affordability
- We should be no longer building houses that are less than passive house standard and factory built modular housing systems need to be expanded to build faster and reduce building waste
- Centralised information sources so pathways to support are clearer
- Dedicated areas for Tiny housing. People can build them but there is NOWHERE to put them!
- Initiatives for Cromwell - always treated as the poor cousin with these initiatives!
- Having a 'third place' (after home and work) within small communities (eg Jacks Point, Hanleys Farm, Shotover Country) where people can go and connect with their extended whanau
- People should not need to drive to Dunedin or Invercargill for medical appointments

Cultural Wellbeing

Q5. The number one issue that the respondents identified as being a priority focus for cultural wellbeing was evenly divided between Opportunities for Expression and Increased Awareness of Maori history. There seems to be a common interest in embracing Maori heritage that represented a greater percentage than the minority 8% of respondents who identified as Maori.

ANSWER CHOICES	RESPONSES
Meeting places	14.18% 19
Events	9.70% 13
Opportunities for expression - e.g. public art, performances, learning.	26.12% 35
Increased awareness of local Maori history and the role of iwi locally	23.88% 32
Education about other cultures	8.96% 12
Enhanced access to tertiary education	8.21% 11
Celebration of diversity in workplaces	5.22% 7
Other (please specify)	Responses 3.73% 5
TOTAL	134

Q6. The open-ended question about what the community should be aiming for in the long-term received 98 individual responses. The word cloud generated from these answers indicated that the following terms received the most mentions: Community, Cultural, Maori.

The general theme of these responses was Celebrating Maori culture and heritage more widely, Acceptance of diversity, Encourage inclusivity and More spaces to support the arts. Answers with unique or specific details are listed below:

- Access to more tertiary education programs other than hospitality and tourism - e.g. tech
- Short term name change for Wakatipu, add the "h". Long term just incorporate more stores from our past into display and even newspaper

- A community hub for Maori
- Secure, public, affordable facilities to hold performances, workshops, education, events, especially in Queenstown
- A cultural hub, meeting place
- A local marae with elders
- Performing arts center needs to be developed
- Remove the Citizen word from CAB information centre. More info available about rights and resources in different languages.
- We need a proper event space for larger events and concerts
- There is not many performing art events. In Europe you can get a season pass for a theatre and go to all the shows. If we connect all the events, and put it under one umbrella, maybe people would buy a season pass.
- Bilingualism as our new normal - eg signs, welcomes, greetings
- Place to connect to Ngai Tahu

Economic Wellbeing

Q7. The number one issue identified as the focus for Economic Wellbeing was the need for a Variety of Employment and Diversification, similar to the focus of the forum.

ANSWER CHOICES	RESPONSES	
▼ Living wage	27.07%	36
▼ Job security	6.77%	9
▼ Training	0.75%	1
▼ Ability to develop and grow within an organisation	5.26%	7
▼ Variety of employment opportunities through a diversified economy	49.62%	66
▼ Enhanced access to relevant tertiary education	3.76%	5
▼ Other (please specify)	Responses 6.77%	9
TOTAL		133

Q8. Extending on this idea, the number one issue that the respondents would focus on is Infrastructure to support economic and social wellbeing (41%), with the other factors receiving even weight.

ANSWER CHOICES		RESPONSES	
▼ Diversity of jobs available		14.93%	20
▼ Ensuring visitors pay towards infrastructure, e.g. the bed tax		14.18%	19
▼ Increasing growth		0.75%	1
▼ Managing growth		20.15%	27
▼ Infrastructure to support economic and social wellbeing		41.79%	56
▼ Other (please specify)	Responses	8.21%	11
TOTAL			134

Q9. The open-ended question about what the community should be aiming for in the long-term to achieve economic wellbeing received 98 individual responses. The recurring theme of these answers were Diversification of industry/Less emphasis on tourism, Controlled growth/Sustainable model, Better wages and Higher quality employment.

Answers with unique or specific details are listed below:

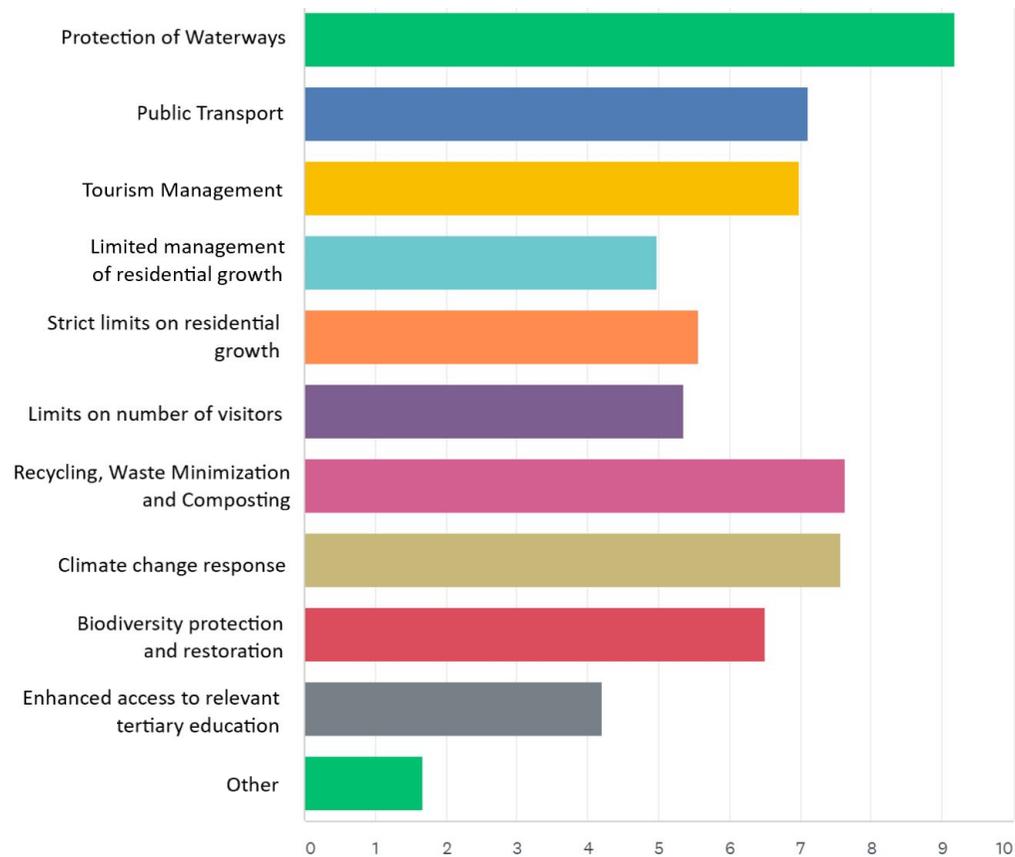
- Training for an increasing IT world and action based learning eg not all on line
- A reset of our tourism industry and the development of new industries such as IT and conference centres
- Including the impact on society & the environment (both negative & positive) when looking at our economic reporting
- Fair contractual obligations to protect both work providers and job-seekers so that neither get taken advantage of or become penalised by
- More work opportunities for those with disabilities
- Putting our district on the map as a remote work hub to encourage start-ups and a global connection
- Creating our own industries, get away from the need to import food into the valley
- Regenerative tourism coupled with developing education and innovation centers
- Consider jobshares more. Employer gets 150% from two people sharing a fulltime job

- Developing a sustainable economic sector, such as a university hospital that serves Queenstown-Lakes and Central Otago. In most major cities, universities or hospitals are the biggest employers. This makes the economy resistant to fluctuations, as these industries are always necessary. It will also attract and retain skilled residents. Further, it would increase access to tertiary health services to the most remote communities
- Having visitors contribute to the costs they place on our small community can be done as in many key tourism areas overseas so the burden stops falling on ratepayers
- We must train people in technical areas. Eg: small training school for electricians or heat pump engineers. Training in Computer science and create a film production studio.
- Jobs for the elderly

Environmental Wellbeing

Q10. Environmental wellbeing considered whether the natural environment can sustainably support the activities that constitute healthy community life, such as air quality, fresh water, uncontaminated land, and control of pollution.

Respondents were asked to rank issues in order of priority to focus on in the next 1-3 years, and the top three that emerged were Protection of waterways, Recycling and waste minimization and Climate change response. It is interesting to note that responses were fairly evenly distributed among the ten options, indicating a strong interlink between issues that need to be addressed to succeed in achieving environmental wellbeing. An option of “Other” was provided though this answer was not given an option to provide specifics.



Q11. The open-ended question about what the community should be aiming for in the long-term to achieve environmental wellbeing received 97 individual responses. The recurring theme of these answers were Protection and Restoration of Nature, particularly waterways, Prevention and Good management of growth.

Answers with unique or specific details are listed below:

- Conservation areas that are predator free and able to sustain native wildlife like takahe, whio etc to survive and build this as a tourism business in itself
- Continue to walk the talk of clean green NZ. This means Council must be more transparent about contract sign-offs and work within the law for housing developments and infrastructure. Less old boys network and more scrutiny of proposals. Task force to continue to investigate and promote alternative industries
- Clean waterways filtered by tussocklands and riparian planting, full meaningful employment, incentives to go solar, electric and hybrid vehicles low cost, affordable eco housing, locally grown food in a sustainable manner, use quality science and research to make decisions, community makes decision re urban planning not developers, adult playgrounds, a museum and art gallery, public transport, ban large motor homes and touring vans, no jets, manufacture of medicines, clothing eg wool, furniture, electric trucks, recuperative hospital and aged care facilities, civil defence , increase in native birds, insects , plants
- Not electric vehicles... use of hydrogen instead. Electrification of vehicles is a short term fix that will land us in trouble with power supply.
- Reduce urban and other waste/ contaminants into our waterways and ban ALL plastics
- Recycling is not that effective - it is merely a transfer of our responsibilities - we feel we do the right thing, it goes into the right coloured bin & that's the end of it - we need to instead move further upstream & put the responsibility on the producers & manufacturers of goods, food or otherwise - i understand that's not within the scope of local government though - I guess locally, building of commercial recycling as well as commercial composting facilities, so that none of our waste leaves the district
- Education about climate change affects in our district eg less snow = no skiing! Make the issue relatable. Focus on actions for businesses to take, not pushing all the changes needed onto the individuals
- Waterways (listen to Alexa) and re-cycling - start local - get supermarkets on board to show which packaging is recyclable so we can make better informed choices on how to help re-cycle in our community - Although this is a government issue and they should put pressure on suppliers to sell products in packaging that can be recycled in NZ - maybe we can start local and get the big supermarkets on board.
- End DOC leases to animal farming; ie end cattle grazing in the Dart and Greenstone rivers which feed into Lake Whakatipu
- Living in the doughnut! (check out that model of sustainability)

Q12. The survey concluded with a question asking respondents to comment on what can we change today to lead us towards a successful outcome for Vision Beyond 2050. The four words that occurred in 90% of responses on the Beyond 2050 questions were “community, people, needs and better.” The themes that emerged from the answers were Stop growth/Cap tourism/Slow residential growth, Consider local needs; Educate on Culture, particularly Maori, and Environment.

One respondent summed up succinctly the recurring themes: “Stop expensive development and provide nice affordable homes, resilient adequate infrastructure, don’t damage small communities - keep identity, zero carbon, fantastic public health, research our lake, wake up to climate change.”

Responses with specific ideas were given as follows:

- Engage with more people aged 20-50 who are often less engaged to share their views but who arguably have a greater stake in the progressive, long-term development of our district
- Carbon natural activities, jetboating or helicopter flights etc should pay a carbon tax or similar
- Organisations working in true partnership not in silos.
- Work really hard on more convenient and interconnected public transport, and safer easier cycleways between dormitory suburbs/towns and industrial areas
- Give rebates for environmentally friendly actions like composting
- Talk with universities about trialling satellite classes here, or developing courses/research on aspects of the region
- Create public platforms for debate around targeted industry growth to replace tourism
- More community gardens for food growth
- Paid days from work for community service (reforestation, social support, etc), even 1 or 2 days a year. That might motivate people who are not already involved voluntarily
- Provide disaster preparedness materials (survival kits, first aid kits, information) to all in the community
- New Hotels MUST have adequate parking facilities

O'DONAHOO Karen

Wakatipu Reforestation Trust

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

2021-2031 Ten Year Plan Submission

Submission Date: Monday, 19 April 2021.

1. Executive Summary

The Wakatipu Reforestation Trust (WRT) can deliver for QLDC many of the objectives set out in the Vision Beyond 2050. The WRT requests \$20,000 per annum from the QLDC 2021/31 10 Year Plan for **operating expenses** for the ongoing management and running of all aspects of our Trust.

2. Background to the WRT

Established in 2013, the Wakatipu Reforestation Trust (WRT) has a proven track record of leading the restoration of native biodiversity in the Wakatipu Basin. WRT's volunteer run Community Nursery (established in 2014) is currently propagating and growing 10,000 native plants per year from eco-sourced seeds. To date, through our community planting days, WRT has planted over 50,000 native plants on public land (DOC and Queenstown Lakes District Council) in over 30 sites around the Wakatipu Basin. As a result of strong volunteer support at our community nursery, we anticipate a program of ongoing planting of over 10,000 every year well into the future, with a 10 year goal of reaching 150,000 natives planted by 2031.

WRT has 6 **keystone** sites (large reforestation areas):

- Whitechapel Reserve (QLDC)
- Feehly Hill / Bush Creek (DOC/QLDC)
- Slope Hill Road / Mill Creek (DOC)
- Lake Hayes South (QLDC / DOC)
- Peace Park Frankton (QLDC) *planted to capacity*
- Earnslaw Slipway (QLDC) *planted to capacity*

Our sites are located close to the community, and are valued and recognised as being an outstanding example of biodiversity restoration. Our sites are maintained to a high standard by a dedicated base of volunteers (private and corporate), providing valuable visual touch points for the Wakatipu Basin's native flora and fauna.

WRT provides regular volunteering opportunities for the community. In 2020, we recorded 3720 volunteer hours (up 26% on the previous year), made up of:

- Nursery potting sessions: 1806 hours
- Maintenance of sites: 775 hours
- Planting days: 1139 hours

Monetized at a conservative hourly rate of \$20 / hr, 3720 volunteer hours equates to \$74,400 worth of labour.

To date, WRT has recorded a staggering total of 19,000 volunteer hours, the results of which are clearly visible throughout the district at our Keystone & Community Partner sites, and which speaks volumes to the level of community support and engagement in our work.

3. WRT Community Nursery

The Jean Malpas Community Nursery is the hub and home of the WRT. Under the guidance of our contracted Nursery Manager, our dedicated volunteers propagate and grow 10,000 native plants per year (95% grown from volunteer-collected eco-sourced seeds). The nursery also provides plants to other community & school groups who are enhancing their own open spaces (also on public land). WRT’s weekly nursery sessions provide a valuable opportunity for community members to meet and connect with other volunteers in a supportive setting, while learning about native plants.



The land for the Jean Malpas nursery was provided by QLDC at Jardine Park (including the land for expansion of the nursery in 2017). Without this base to grow our native plants, we would not have been able to grow the volume of natives or had the impact for which we have become known and respected.

***Monetized at \$6.50 per plant, 10,000 natives plants equates to \$65,000.
This does not include additional costs for rabbit protection.***

4. Community Native Planting Days

WRT’s planting days are a well-established and well attended conservation activity in the Wakatipu Basin’s annual calendar. Hundreds of community members, corporate groups and schools get involved in planting days ensuring all plants go into the ground as planned. Our planting days empower our community to feel that they have an important role to play in restoring biodiversity and mitigating climate change.



5. Education - Nurturing Environmental Stewardship

Our community nursery facilitates the delivery of our environmental education programs (Educate for Nature), which includes both schools and adult education. Our goal is to provide hands-on educational opportunities that support and encourage our community to value ecological sustainability, while aiming to inspire and motivate young leaders to embrace stewardship (kaitiakitanga) of place. We believe life-long education is key to engaging community participation in improving the region's natural environment and actively restoring biodiversity.



5. Our Vision & Strategic Plan

Our vision is to protect and restore the native biodiversity of the Wakatipu Basin through revegetation projects, collaboration, education and advocacy.

All of our work is guided by the 4 key pillars of our Strategic plan.

- 1) **REVEGETATION**
Identify revegetation areas on public land and provide plants for these projects to facilitate the restoration of native ecosystems, increased biodiversity and the creation of ecological islands.
- 2) **COMMUNITY/COLLABORATION**
Be the catalyst in increasing long-term community awareness and engagement, by recruiting, supporting and valuing volunteers, organisations and businesses.
- 3) **EDUCATION**
Create opportunities to actively educate the whole community in order to foster environmental awareness and participation.
- 4) **ADVOCACY**
Advocate for retention, revegetation and restoration of native plants including to local and central government, professional bodies and the community.

6. Alignment of the WRT with the Vision Beyond 2050 and LTP

Funding decisions in the LTP will help give effect to the Vision Beyond 2050. The WRT actions and activities align completely with the majority of the principles of QLDCs Vision Beyond 2050. As outlined below, through our work, we too respond directly to the statements articulated in 'Vision Beyond 2050':

- **THRIVING PEOPLE | WHAKAPUĀWAI HAPORI** - Our environments and services promote and support health, activity and wellbeing for all. The WRT volunteer hours and community nursery sessions illustrate the high level of community engagement and strong community support. Our Education Officer nourishes the minds of the younger generation and provides lifelong learning opportunities for the broader community.
- **ZERO CARBON COMMUNITIES | PARAKORE HAPORI** - The growth of existing plants and the additional 10,000 native plants per annum help offset carbon emissions.
- **EMBRACING THE MĀORI WORLD | WHAKATINANA TE AO MĀORI** - WRT only plant locally appropriate and historically relevant natives from eco-sourced seed sourced from within the Wakatipu Basin. We recognise that we are all kaitiaki of our protected and restored incredible environment, flora and fauna.
- **DEAFENING DAWN CHORUS | WARAKI** - Our new native plantings create habitat and food sources for birds, creating a healthy and thriving environment and ecosystem in what was previously weed covered areas. We set the standard for combating biodiversity loss
- **OPPORTUNITIES FOR ALL | HE ŌHAKA TAURIKURA** - WRT nursery sessions and planting days are open and accessible for all.

- **PRIDE IN SHARING OUR PLACES | KIA NOHO TAHI TĀTOU KĀTOA** - The WRT planting sites look amazing and will result in pride in sharing our places. Our people and visitors respect the privilege of accessing our rivers, lakes and mountains
- **DISASTER DEFYING RESILIENCE | HE HAPORI AUMANGEA** - The planting of natives trees and plants can help mitigate the effects of climate change.

*In particular, our work directly delivers on **thriving people & deafening dawn chorus**.
In summary, the WRT can help deliver the Council's Vision Beyond 2050.*

7. Alignment of the WRT with the draft Parks and Open Spaces Strategy

Many of the WRT planting sites, and the WRT nursery, are located on QLDC parks and reserves. QLDC's draft Parks and Open Spaces Strategy Plan (which itself fits with the QLDC Vision Beyond 2050) aligns directly with WRT's own Vision and Strategic plan. Of particular note is the alignment with QLDC's objective (page 14 of the Draft Parks and Open Spaces Strategy):

“Open Spaces contribute to enhanced biodiversity, improved water quality and reduced Green House Gas emissions”

WRT's work, as evidenced through our Keystone sites, clearly demonstrates that our mandate delivers against this core QLDC objective. For example, the Earnslaw Slipway (now planted to capacity) provides a welcome biodiversity contrast to the surrounding mono culture of conifers around much of the Kelvin Peninsula. Whitechapel Reserve in Arrow Junction was once broom infested, mine tailings mounds, neither “treasured or protected” (page 14). With over 11,000 natives planted to date (over 1 hectare), this site is now flourishing, providing food and habitat for native insects, lizards, bees, and birds. In addition to the biodiversity value of Whitechapel is that this site is highly valued by the community and visitors riding our iconic Queenstown Trails. Further evidence of community engagement with this site is the number of community members who support annual planting days at this site - most recently Saturday 10th April 2021 saw 70 volunteers attending our planting day where 1500 natives were planted, despite the rain.

Encouragingly, the process of natural regeneration has commenced at our planting sites. Additionally, Whitechapel is now also a valuable source for eco-sourced seeds of some key species, including threatened populations. In the long term, by providing food sources for our native seed dispersers (e.g. Kereru), we not only improve biodiversity but facilitate natural regeneration processes to continue.

8. Conclusion - 2021 - 2031 Long Term Plan Request

The WRT requests a funding grant from QLDC of \$20,000 + GST per annum. This is an increase from our current annual grant of \$5,000, however the opportunity exists to significantly increase the amount of native reforestation to better achieve the Vision Beyond 2050.

Our annual operating expenditure is approximately \$150,000 per annum. An annual grant of \$20,000 would enable the WRT to help deliver Council's Strategic Vision as set out in the draft LTP, in particular:

- THRIVING PEOPLE | WHAKAPUĀWAI HAPORI
- ZERO CARBON COMMUNITIES | PARAKORE HAPORI
- DEAFENING DAWN CHORUS | WARAKI
- PRIDE IN SHARING OUR PLACES | KIA NOHO TAHI TĀTOU KĀTOA

Ultimately the funding would be used to support us to get more plants in the ground. Specifically, it will apply to the ongoing management and running of all aspects of our Trust, including operating salaries, nursery operations, sites maintenance, consumables and plant protection.

Refer below for a breakdown of the Trust's key annual operating expenses:

- **Operating Salaries** - \$65,000 (Operations Manager & Nursery Manager - approx 35 hours per week)
- **Site preparation & weed suppression** - \$4,250
- **Fuel** - \$750
- **Plant protection & fencing** - \$13,500
- **Potting Mix** - \$7,800

WRT submits that the Parks & Open Spaces Strategy (albeit still in draft) empowers Council to support groups such as ours and that such support should be financial as well as 'in kind'. Consequently we now formally request this grant and would also submit that this funding be an annual amount for as long as the trust continues to enhance the biodiversity of the Wakatipu Basin through our reforestation projects.

The Trust would like to speak in support of our submission at the Annual Plan hearing.

For further information:-

Blair Devlin - WRT Trustee

[REDACTED]
[REDACTED]

Karen O'Donahoo - WRT Operations Manager

[REDACTED]
[REDACTED]

O'DONNELL Sarah

Destination Queenstown

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

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SUBMISSION ON QUEENSTOWN LAKES DISTRICT COUNCIL TEN YEAR PLAN

TO: Queenstown Lakes District Council
Private Bag 50072
Queenstown 9348

NAME OF SUBMITTER: Destination Queenstown Inc

[REDACTED]
[REDACTED]

13 April 2021

To Whom It May Concern,

RE: Destination Queenstown submission to QLDC Ten Year Plan

Please accept the accompanying document in support of Destination Queenstown's official submission to Queenstown Lakes District Council's Ten Year Plan. The document is Destination Queenstown's FY21-22 Business Plan, as endorsed by its Strategic Review Board (SRB) at a meeting held on 8 April 2021. Our submission seeks continued funding for DQ's role of destination marketing, through the targeted tourism promotion levy on commercial rates. Destination Queenstown has followed a robust process of consultation with our members during the development of the business plan.

At the SRB meeting two recommendations were successfully passed:

- (i) That the SRB Members approve the Business Plan FY2021-2022 presented by the Destination Queenstown Board and Management
- (ii) That the SRB Members approve the financial resources to be sought from the Queenstown Lakes District Council

Based on the above process and support from the DQ membership we make this submission to the QLDC annual plan to secure funding for Destination Queenstown of \$4,419,698 for the financial year.

Destination Queenstown

[REDACTED]

DQ Chairman, Richard Thomas, would also be happy to talk in support of this submission.

If further information is required, please contact Destination Queenstown CEO Ann Lockhart on [REDACTED] or [REDACTED] or Destination Queenstown Marketing and Communications Director Sarah O'Donnell (details below).

Yours sincerely,



Sarah O'Donnell
Marketing and Communications Director

Work: [REDACTED]

Mob: [REDACTED]

Email: [REDACTED]

Destination Queenstown



Destination Queenstown

Annual Business Plan FY21-22



**HOME OF
ADVENTURE**

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SITUATION ANALYSIS

Since March 2020, the tourism industry has been experiencing the devastating impacts of the Covid-19 virus and associated border closure. The pandemic has been catastrophic for the tourism industry in Queenstown, with impacts flowing on to the wider regional economy.

It has been upsetting to witness not only the human loss that COVID-19 continues to cause, but also the struggle our operators are experiencing to mitigate the pandemic's impact on their businesses.

Prior to Covid-19, Queenstown's visitor economy had experienced strong growth over the last 10 years. Visitor expenditure had grown from \$1.3B in 2009 to \$2.4B in 2019 (MRTEs). Total visitation to the area was estimated at over 3 million unique visitors annually with approximately 65-70% of these being international. In addition to tourism growth, the Queenstown Lakes District had experienced strong population growth, with a 5.6% average annual population growth over the last 10 years.

Towards the end of 2019, a global consolidation in tourism growth had begun to impact Queenstown before the devastating effects of Covid-19. With tourism being the district's primary industry, comprising over 55% of total GDP in 2019, Queenstown has been one of the areas hardest hit by the downturn in tourism. At calendar year end December 2020, the tourism picture in Queenstown continued to worsen, with total electronic card spending in Queenstown reduced to \$684M (Marketview)

In addition to the negative economic effects for Queenstown itself, there are further wide-ranging impacts. Queenstown is a globally renowned resort town and has played a key role for NZ promoting the country offshore. The tourism industry in Queenstown has made a significant GDP contribution to NZ, with over a third of all NZ's tourism GDP generated in the district prior to Covid-19. The region also has major tourism assets and infrastructure, both natural and man-made, including ski fields, significant investment in tourism business, biking and hiking trails, wineries and food and beverage product and social amenities. Queenstown is a crucial component of New Zealand's tourism offering and retaining a critical mass of tourism assets will be vital to recovery.

The lack of international visitors to the district not only has local implications, but also wider South Island and national impacts. As identified in the 'Sustaining Tourism Growth in Queenstown' report (March 2018), if an international tourist visits Queenstown, spend in the rest of the South Island is more than three times higher than if that tourist had not visited Queenstown. This spending added \$988 million – \$1.10 billion to the South Island's GDP, and 9,600 – 11,600 jobs in the South Island, prior to Covid-19. These same visitors spent \$1.44 – \$1.74b per annum in NZ, equating to \$1.3 – \$1.6b in NZs overall GDP.

Queenstown is also as a major international gateway for the lower South Island and reduced visitor numbers in Queenstown will have a negative flow-on effect throughout the South Island, particularly in other tourism reliant destinations such as Wanaka, Fiordland and the West Coast. For destinations with

tourism based economies, the impact includes loss of direct tourism spend, reduction in employment within the visitor economy, business slow down and, in some instances, closure as well as wider potential economic downturn across other sectors through the reduction in demand for goods and services.

Maintaining the critical mass of tourism services and facilities across the visitor economy is essential to ensure that when the virus is contained and visitors are able to travel again, the industry is able to respond and rebuild both in Queenstown but also for the benefit of the wider NZ economy.

Despite increasing domestic expenditure 20% from \$447M in 2019 to \$538M in 2020 (Marketiew), domestic tourism alone is unable to fill the gap left by international visitors and it will struggle to be sufficient to sustain the level of tourism investment we have. There is a risk that we may lose what makes Queenstown so popular: the breadth and depth of experiences and activities available, set within magnificent landscapes and run by passionate and knowledgeable people.

While the value of the domestic visitor and the importance of their advocacy is crucial, the length of stay and expenditure from the domestic market does not match that of international visitors. Tourism New Zealand (TNZ) research shows that international visitors spend up to three times more a day than New Zealanders and it takes 12 overnight trips from Kiwis to equal the spend of one international visitor.

TNZ

Working in collaboration with TNZ and leveraging their work will continue to be a priority for DQ in FY21-22. At the time of writing the Tourism New Zealand strategic plan for FY21-22 had not been published. However, it is expected that their strategy will remain similar to FY20-21, focusing on getting *Kiwis to participate in the Tourism economy by being more adventurous and adding new into their holiday experience.*

Their key priorities will broadly be:

- Maximize the domestic opportunity to ensure the tourism industry survives
- Ensure domestic grows its share against competition through Travel Bubbles
- Drive long term value contribution through targeting regional, seasonal, and high value segments

Focus areas that will be most relevant to the DQ strategy include:

- Boldly grow brand desire to make New Zealand irresistible to visitors that will enrich Aotearoa.
- Drive domestic demand and lay the foundation for long-term value
- Accelerate the recovery by scaling up high-value conversion across markets and priority audiences as borders re-open
- Support industry to deliver quality visitor experiences that enrich New Zealand for both domestic and international visitors.

Parliamentary Commissioner for the Environment

Also playing an increasingly considerable role in the backdrop to NZ tourism is the Parliamentary Commissioner for the Environment's report.

"Not 100% - but four steps closer to sustainable tourism" report, released on 18 February 2021, urges the Government to take advantage of the pause in international tourism to transform the sector to one with a substantially smaller environmental footprint. The report acknowledges that Covid-19 has brought international tourism activity to a halt, threatening the livelihoods and commercial viability of many of New Zealand's tourism-related businesses, however it advocates that the discontinuity created by Covid-19 also offers an opportunity to address some of the environmental and social issues associated with New Zealand's tourism industry.

The Commissioner presents a set of four policy proposals to combat some of the environmental challenges faced by tourism:

- Introduce a departure tax that reflects the environmental cost of flying internationally from New Zealand and use the revenue to support the development of low-emissions aviation technologies and provide a source of climate finance for Pacific Island nations.
- Make any future central government funding for tourism infrastructure conditional on environmental criteria and aligned with mana whenua and the local community's vision for tourism development.
- Clarify and, where necessary, strengthen the tools the Department of Conservation can use to address the loss of wildness and natural quiet at some of Aotearoa's most spectacular natural attractions. This includes tightening up rules around commercial activity on conservation lands and waters.
- Strengthen the existing standard for self-contained freedom camping, improve oversight of the certifying process and require rental car agencies to play a greater role in collecting freedom camping infringement fees and fines.

This report followed the publication of "Pristine, popular... imperilled" in late 2019, a report which sought to address the environmental and cultural impacts of tourism and what ongoing business-as-usual growth could mean for the environment and the vulnerability of the tourism sector. The report issued a warning that increasing numbers of tourists – both domestic and international – were putting NZ's environment under pressure and eroding the attributes that make Aotearoa New Zealand an attractive country to visit.

STAPP funding

In mid-2020 Destination Queenstown was a recipient of Strategic Assets Protection Programme (STAPP) funding.

In light of the difficult trading environment for members, DQ took a 7.5% decrease in member funding for the FY20-21 year - however with the Government STAPP funding, some reserves and diversion of funds, our activity in domestic marketing has increased by over \$1m and our Australian marketing is ready to be rolled out when the borders look to open.

STAPP funding was available to RTOs for the 2020/2021 year that could demonstrate a commitment to:

- a. Advancing the goals of the New Zealand-Aotearoa Government Tourism Strategy and create a more productive, sustainable and inclusive tourism sector;
- b. Retaining RTO investment from Local Government
- c. Adopting a destination management approach in line with MBIE's Destination Management Guidelines which includes working with industry, communities and stakeholders to plan for the future, supporting industry capability and product development opportunities; and
- d. Domestic marketing activity that complements Tourism New Zealand's domestic marketing

STAPP funding support has been made available for a programme of activity across these categories and scaled to the individual RTO's needs, priorities and agreed investment plan.

On this basis, STAPP funding granted to DQ has been allocated across three main areas:

- 1) Destination Management and Planning for the Southern Lakes region in collaboration with Lake Wanaka Tourism and QLDC
- 2) Industry Capability Building and Product Development
- 3) Domestic trade, consumer and business events marketing.

Summary

As in FY20-21, Destination Queenstown is committing its full resource to driving demand from the domestic market and converting this to visitation and expenditure. Destination reputation work will also be vital throughout 2021 as we work to encourage repeat visitation to Queenstown and actively counter the negative sentiment and 'tall poppy syndrome' that Queenstown has often been the victim of in the past 12 months.

Destination Queenstown will continue to work with flexibility within the parameters available, that is; ongoing and sustained domestic marketing activity to drive year-round demand; resuming work to maintain brand awareness in Australia and commencing work to re-enter long haul markets in the latter half of 2021.

With the virus not yet under control and international border controls in place, it remains challenging to forecast when travel may resume. However general media commentary indicates there is improvement in the management of the pandemic over the last three months, and World Health Organisations [graphs](#) indicate a drop in active cases across all continents. There is optimism that we may have reached a turning point in the management

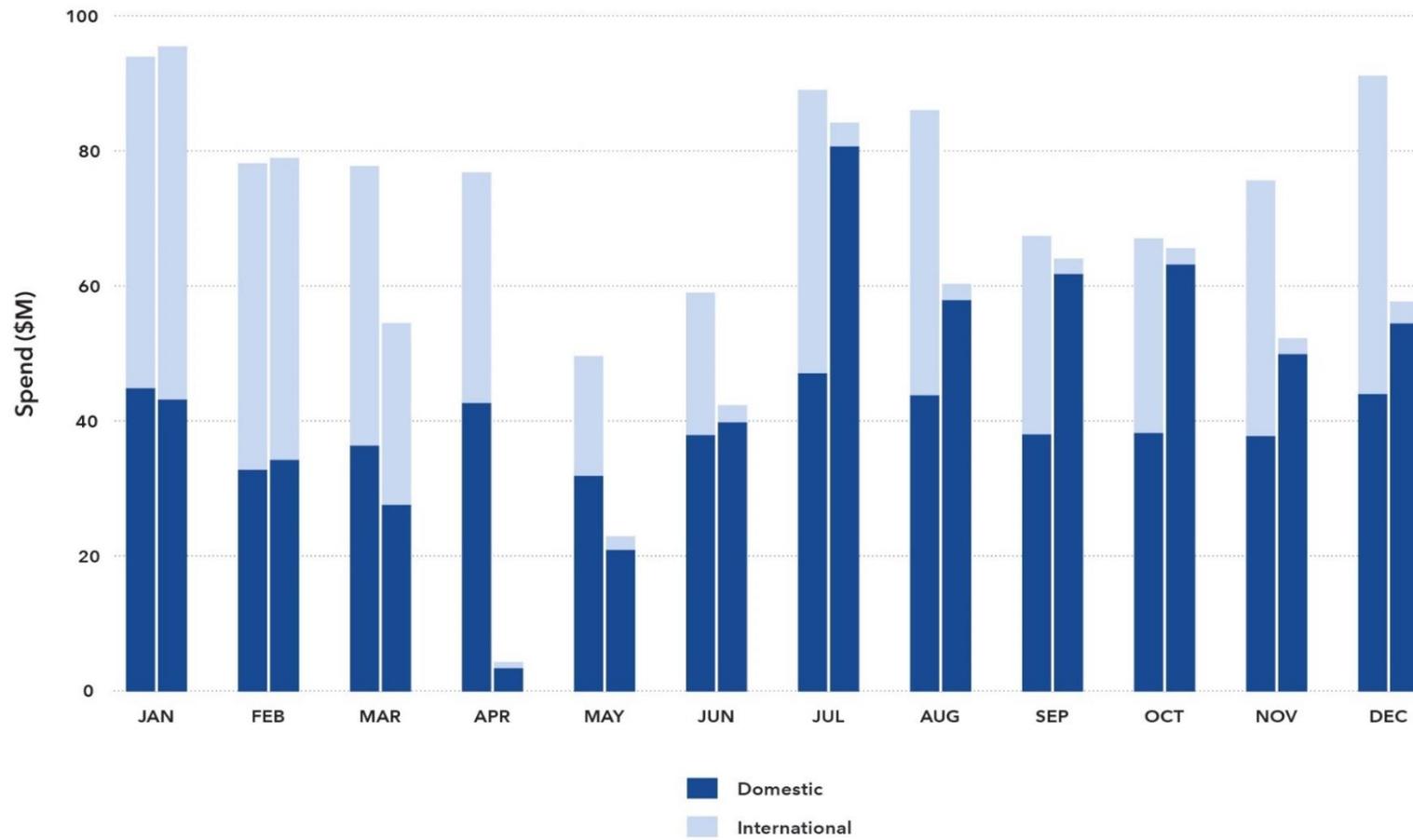
of the pandemic worldwide, firstly with the reduction in the number of new cases down from 750,000 to 420,000 daily, across all continents since January, and 173 million shots of the vaccine administered at time of writing (source Bloomberg).

DQ has undertaken demand scenario planning and an outline of this, with link to the full document, included in the appendix.

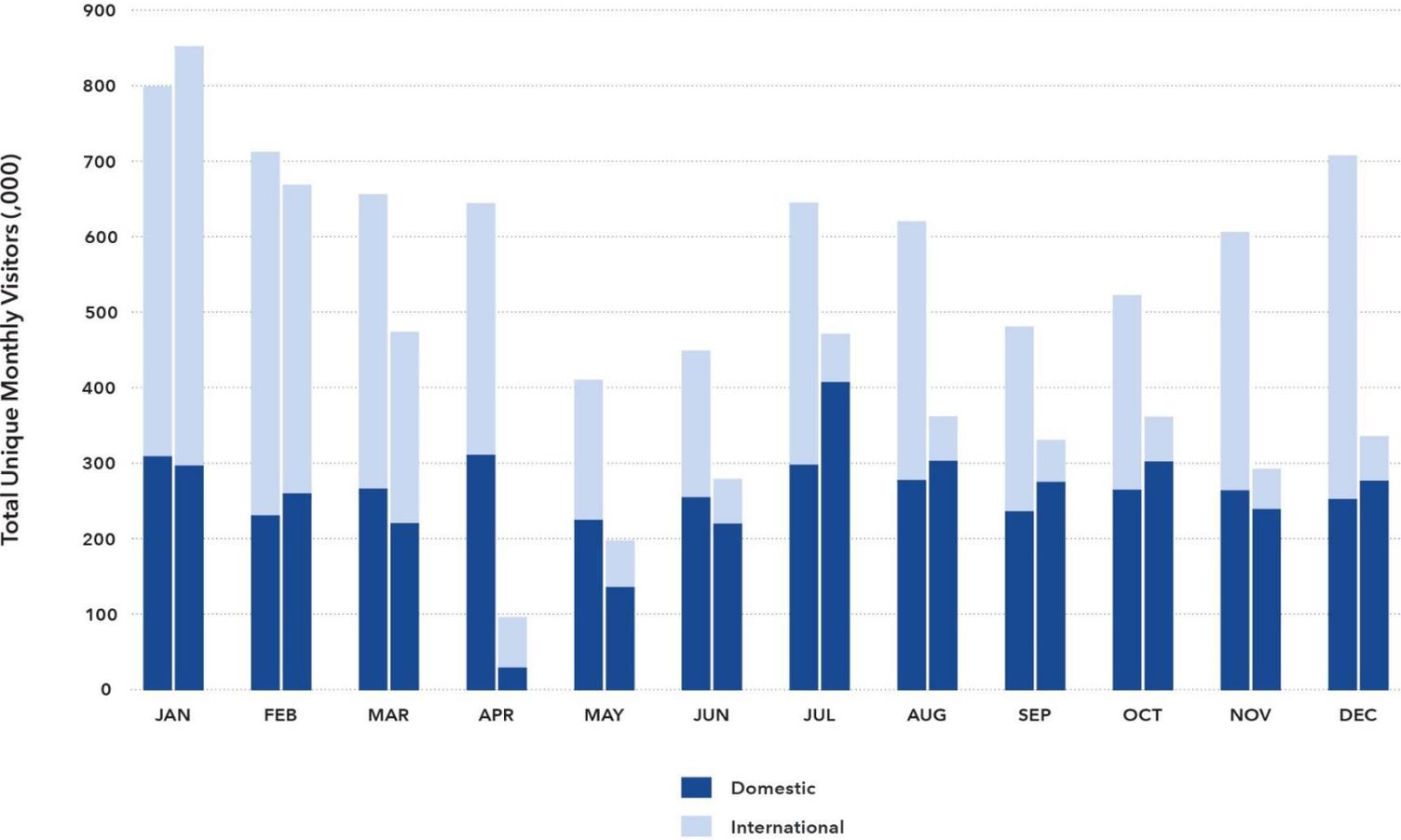
*Sources: Sustaining Tourism Growth in Queenstown report, Queenstown Lakes District COVID-19 Recovery Intelligence Report, Marketview Data and MRTes, DataVentures Tourism NZ data tool.

DESTINATION PERFORMANCE

Queenstown Visitor Expenditure 2019 us 2020, International & Domestic

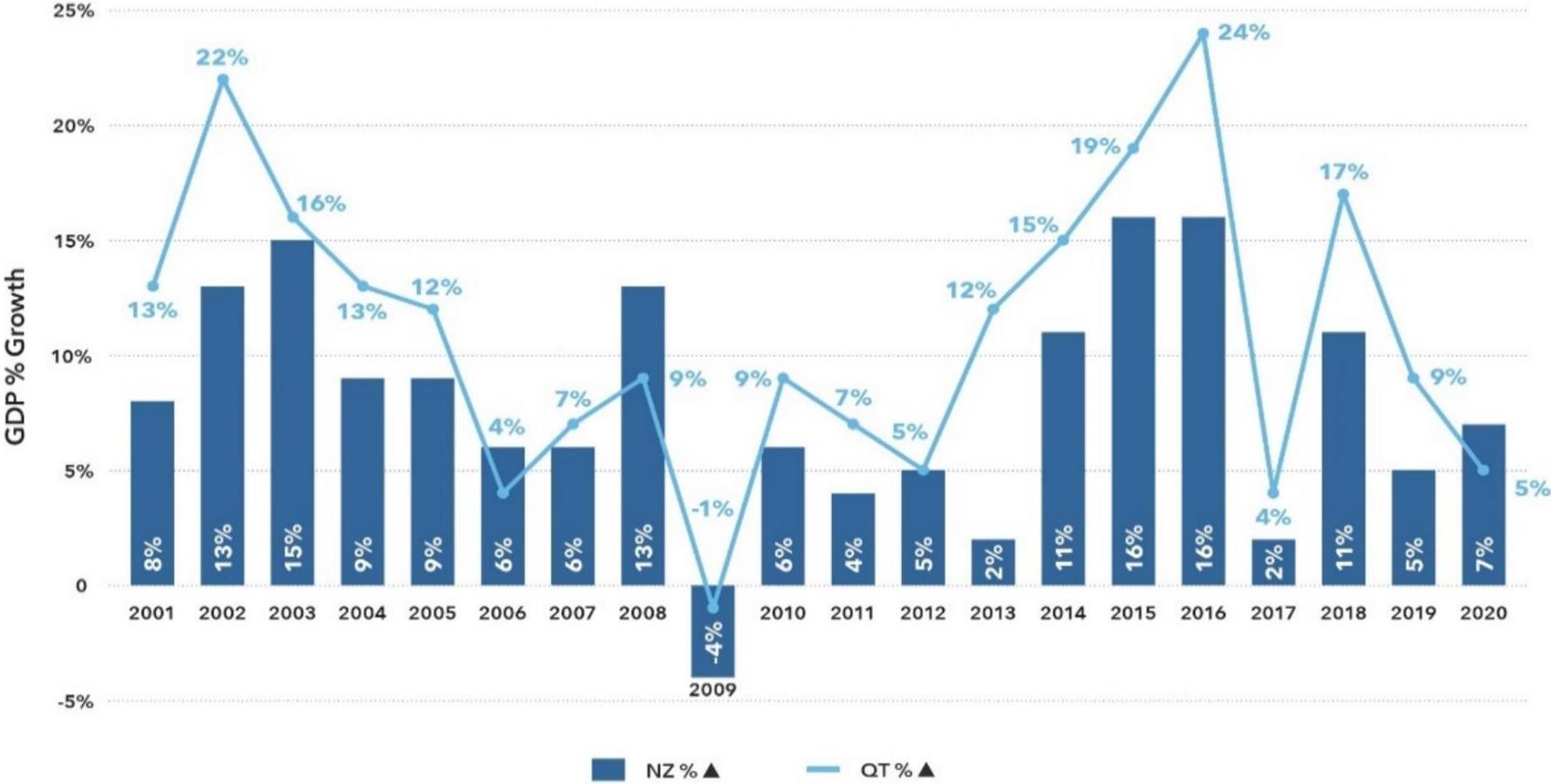


Total Daily Visitor Count, 2019 us 2020, International or Domestic Origin

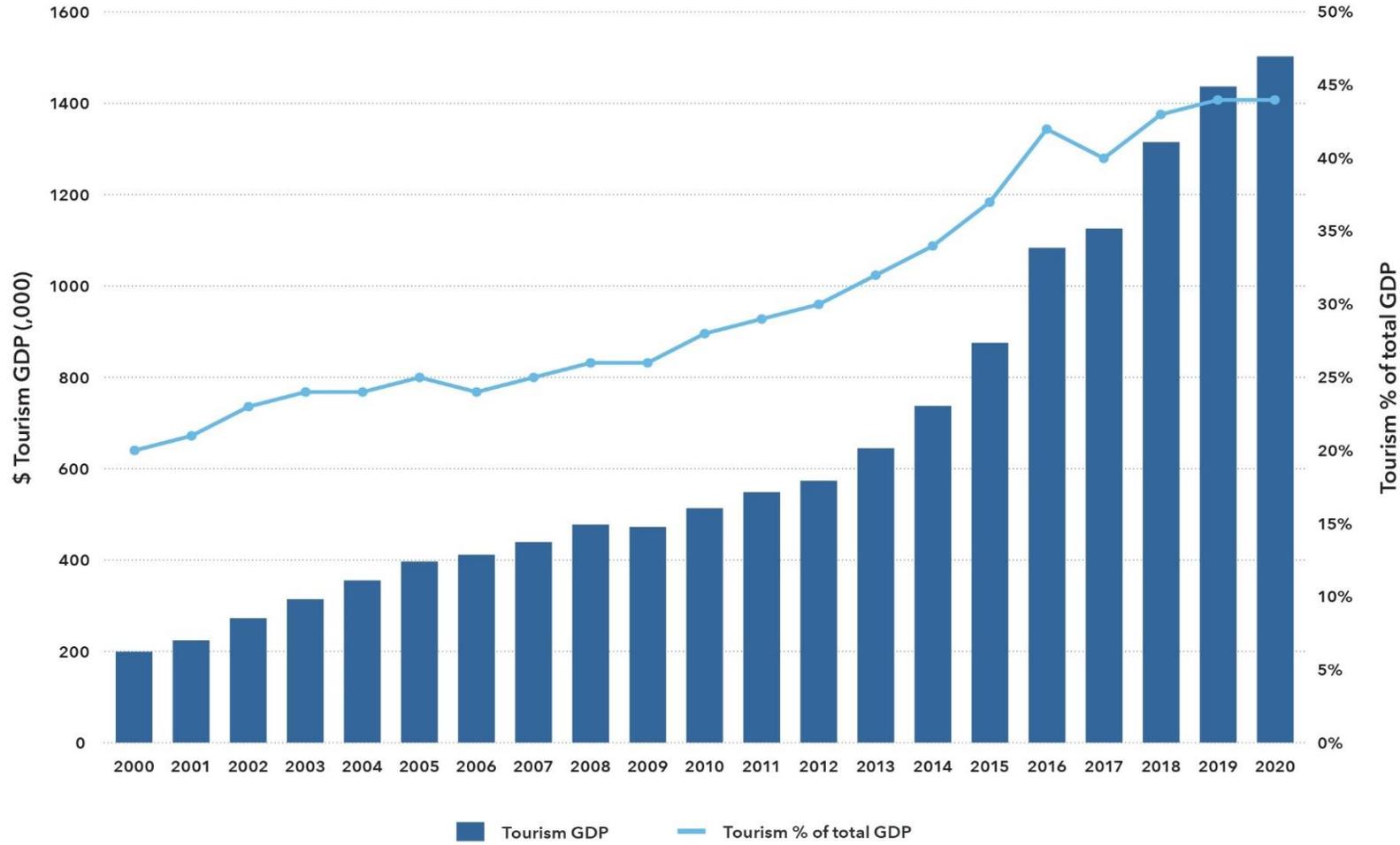


Note: Visitor count is total unique visitors but doesn't account for visitors who stay overnight. For example a visitor that stays three nights is counted three times.

New Zealand vs Queenstown Lakes Tourism GDP Growth Year Ending March



Queenstown Lakes Tourism GDP and Tourism Share of Total GDP Proportion



VISITOR DEMAND MAPPING

Destination Queenstown has created a Visitor Demand Mapping report covering a range of scenarios of when visitor demand is likely to start, set and scale for the Queenstown Lakes District over the next four years. It aims to identify timelines for optimistic and conservative scenarios regarding the return of demand for tourism products within the Queenstown Lakes District.

Expert analysis, media commentary and government statements in the second half of 2020 indicated that the NZ government was approaching opening of international borders in a phased manner. Starting with the trans-Tasman and Pacific Islands, with long haul markets deferred over several months, with countries that have managed the pandemic relatively better opening up first (viz. Japan, Taiwan, South Korea, Singapore) and countries that were still struggling to get the pandemic under control opening last (viz. US, UK, Brazil, India). However, with multiple approved vaccines coming into the mix late last year the NZ Government strategy seems to have evolved. The approach now appears to be to get most of the NZ population vaccinated prior to borders reopening. Countries like UK and US, that were finding it hardest to get the pandemic under control, have achieved impressive vaccine penetration. At the time of writing the UK had reached a 40% vaccination rate within total population and US was at 33%. The US is targeting the majority of population to be vaccinated by May 2021. For the full demand mapping and forward outlook report please see the link in appendix 1.

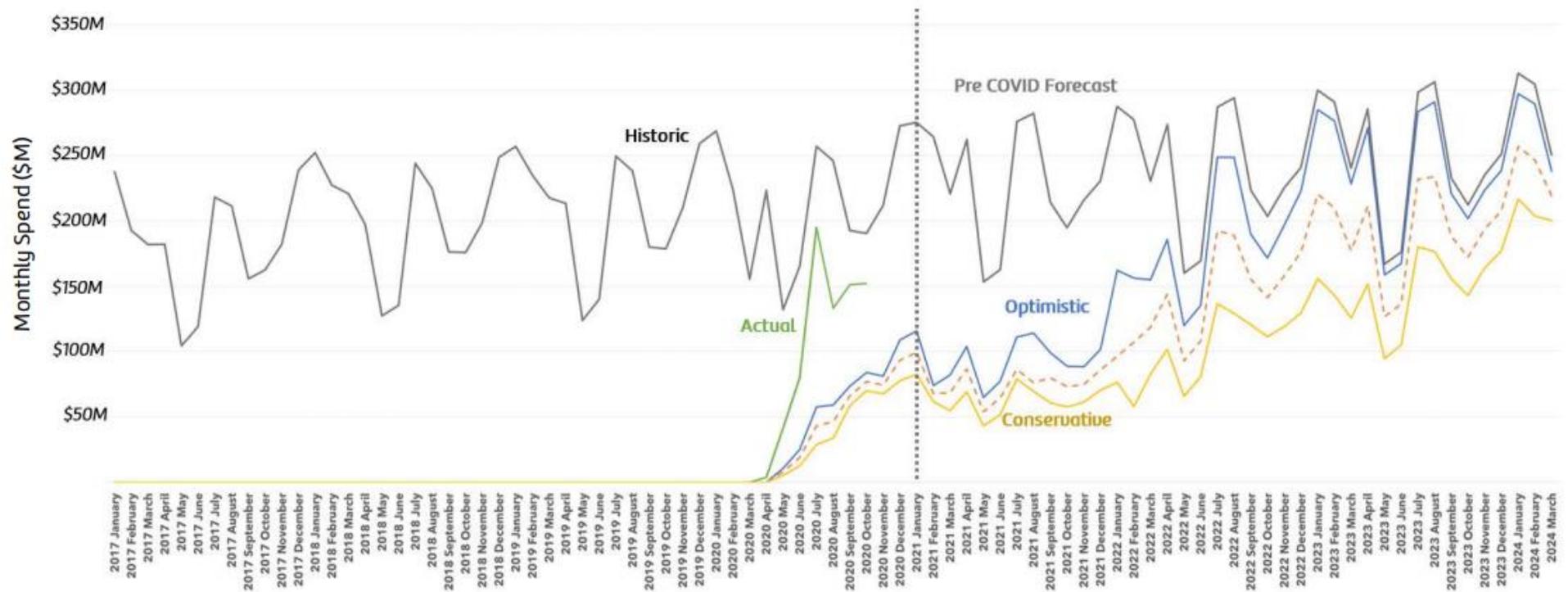
Timeline

MARKETS	CONSERVATIVE	MID	OPTIMISTIC
HORIZON 1			
Regional Market, New Zealand Domestic Market	OPEN	OPEN	OPEN
HORIZON 2			
Trans-Tasman Australia	NOV 2021	SEPT 2021	JUL 2021
HORIZON 3			
Long Haul Markets	MAR 2022	FEB 2022	JAN 2022

LONG TERM VISITOR DEMAND MAPPING

The recovery spend graph below represents three different scenarios for a recovery of domestic and international tourism spend in Queenstown. The grey line is the pre-covid forecast based on MBIE's Tourism Forecasts (2019 -2025) and a green line which illustrates actual MRTE's.

Disclaimer: This tool represents only a potential scenario for what occupancy could look like over the coming period, it is not an actual forecast. This tool has been created solely for the use of Destination Queenstown Members, and is not for publication or dissemination.



* For the full demand mapping and forward outlook report please see appendix 1. Live documents can be found [here](#).

ASSUMPTIONS FY2022

The DQ FY21-22 business plan is based on the following set of assumptions that reflect the current operating environment at time of writing:

- NZ will experience a staggered approach to the reopening of international borders, starting with Australia and then long-haul borders in calendar year 2022.
- The Trans-Tasman bubble will be introduced in FY20-21.
- Direct Australia-Queenstown flights will resume once trans-Tasman travel resumes. All four international airlines previously operating into Queenstown will resume flights.
- DQ's focus has moved to driving year-round demand and visitation, as opposed to a focus on shoulder seasons.
- Queenstown will continue to have a reasonably strong level of tourism product operating during FY21-22. Some businesses will continue to right-size, downscale or hibernate, relative to the Australian border opening.
- Air NZ sustains domestic capacity (multiple daily Auckland, Christchurch, Wellington flights) at about 75% of previous levels, and Jetstar maintains competition on key domestic routes.
- Pent up demand for domestic tourism will lessen over 2021/22. However, there is opportunity to increase repeat visitation to Queenstown if borders remain closed and New Zealanders are unable to travel overseas.
- Trading patterns will be irregular, with peaks and troughs across the year, and volatility of visitation levels week-to-week and month-to-month. The pattern of busy weekends and quiet early/mid-week will continue until a Trans-Tasman border is introduced.
- Domestic booking leading times will remain short, with majority of bookings in the 1-7 day window.
- Once trans-Tasman travel is introduced there will be pent up demand for travel to Queenstown from Australia.
- There will be a change in our community's view toward tourism, with potential social license risk, with locals becoming accustomed to reduced visitor numbers.
- There is likely to be a change in visitor preferences when traveling, favouring authentic and sustainable experiences that respect the environment.
- Queenstown will continue to experience "tall poppy syndrome" in the domestic market, however the majority of New Zealanders still agree that tourism provides value to New Zealand (Mood of the Nation survey).

DQ STRATEGIC FOCUS

DQ has a twofold responsibility over the near and the mid-long term:

- 1) to generate demand from the domestic market, attracting visitors to Queenstown and encouraging repeat visitation to sustain our businesses as much as possible within a domestic only market.
- 2) to participate in the development of a destination management plan for the Queenstown Lakes region that seeks to move the industry toward regenerative tourism by 2030, to enrich the district on all levels – economically, environmentally, socially and culturally.

SUSTAIN – RECOVER – THRIVE

DQ will operate under a Sustain – Recover – Thrive strategy. Key goals that span the short, mid, and long term are covered under these horizons.

Near term:

Sustain

- Generate demand for Queenstown from the domestic market from leisure and business travellers to drive both year-round and repeat visitation.
- Increase value from visitors by increasing length of stay, increasing spend and improving seasonality spread.
- Leverage events supported by the regional events fund to drive visitation to Queenstown.

Recover

- Commence re-entry work into the Australian market, via both consumer and trade channels, to convert pent up demand when the border opens.
- Support business recovery and rebuilding, assisting businesses through member capability building programmes.
- Ensure Queenstown’s brand is strong and in the best position to capture market share as and when available. Embed our brand in trade and business events channels. This work will be critical to ensure Queenstown is well positioned as a desirable destination as travel restrictions are lifted.
- Utilise STAPP funding to deliver industry capability building, support marketing and destination management planning and implementation.
- Proactively partner with other key agencies, such as local government, industry groups, TNZ and central agencies to capture business intelligence and collaboratively work on recovery of the industry.
- Be prepared and proactive to drive demand from international markets immediately upon borders opening.

Mid-long term:

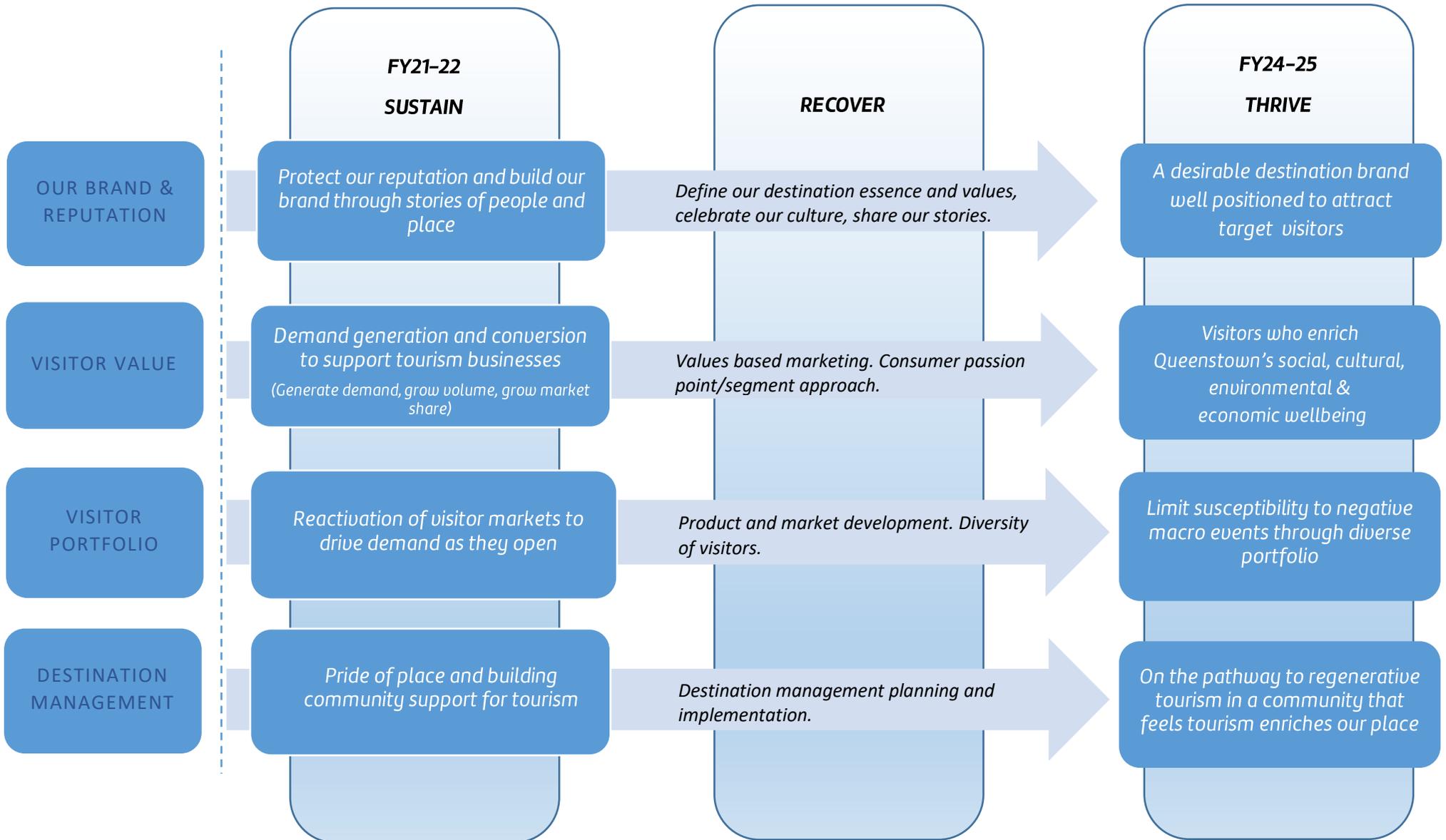
Thrive

- Protecting our reputation and solidifying our brand with the aim of remaining New Zealand's premier visitor destination.
- Evolve our destination narrative to attract visitors to Queenstown whose values align with those of our people and place.
- Develop and implement a destination management plan that will guide the Queenstown industry toward regenerative tourism by 2030. Take a leadership role in the discussion of this locally and regionally, supporting our industry and members to respond to a changed market and putting our place, our people, and a sustainably profitable industry at the centre of the plan.
- Support members to respond to a dynamic macro environment helping the industry evolve, build resilience, and adapt to overcome the challenges faced during and following COVID-19.
- Evolve our brand and marketing strategy to ensure we protect Queenstown's destination brand and reputation in the long term, evolving from conversion-focused, full funnel activity to long term brand building activity.
- Continue to promote Queenstown to the domestic market in the mid- long term to drive ongoing visitation and support from New Zealanders.

ANNUAL GROWTH GOALS FY21-22

1. Grow domestic expenditure value by 8% to \$791M by June 2022. *subject to no significant lockdowns
2. Grow domestic visitation by 5% to 3,670,695* total domestic daily visits.
*Please note visitor count is total domestic visits and does not account for visitors who stay overnight or multiple nights. For example a visitor that stays three nights is counted three times.

STRATEGIC PRIORITIES



DESTINATION MANAGEMENT

“A place is more than a destination that people visit. It is a place where people live, work, study and visit” – Destination Think.

Queenstown is a mature visitor destination that has experienced sustained growth over recent years. Direct visitor expenditure in Queenstown had grown from \$1.3B in 2009 to \$2.4B in 2019 (MRTes). Total visitation to the area was estimated at over 3 million unique visitors annually.

Between 2015 and 2017 the district saw its highest rate of growth, with an increase in resident population of 2,000 people per year, around 1000 new houses built per year and over 1,000 accommodation units built or in construction. On a peak day, 2 in 3 people were visitors. While the Queenstown Lakes region was providing a good quality of life for many people, on average personal earnings were lower than the NZ average, the housing affordability index was 20.3 (double the rest of NZ), 75% of people were concerned about the impact of climate change on the district, lack of economic diversification left the district exposed and the region was experiencing growing pains. On the other hand, the unemployment rate for the district was 1.1% and GDP in 2019 was \$3.0B, with growth higher than the NZ average at 6.6%. *

While growth in the visitor economy over recent years has brought much benefit to the Queenstown Lakes region it has also placed pressure on the community and infrastructure. Tourism remains the largest economic driver in the district. There is an immediate need to encourage the return of the tourism economy and prosperity for our businesses, but also to ensure that it returns in a style that supports social and environmental initiatives and benefits and enhances the lives of people that live here.

Tourism contributes to our destination brand and is often the introductory tool to attract talent and residents to our region, showcasing the destination as a great place to live, play and work. This encourages investment opportunities, supports diversification and innovation in our region. Tourism creates economic opportunities and brings social benefits across our regions and communities, particularly in the form of social amenities and cultural diversity.

The goal of the NZ-Aotearoa government tourism strategy for tourism growth is to be productive, sustainable and inclusive. This is to help grow New Zealand-Aotearoa for all, improve the wellbeing of New Zealanders and to protect and restore our natural environment, ultimately enriching NZ Aotearoa through sustainable tourism growth. While tourism in Queenstown, and the industry as a whole, has experienced devastating effects from Covid-19 the impact of the pandemic creates an unprecedented opportunity for our region to review our position and come together to agree and map a vision for the tourism economy of the future in Queenstown Lakes. A destination management plan for the region would support an inter-agency approach to regenerative tourism, including environmental, economic, social and cultural sustainability across the tourism system.

While Queenstown is facing significant challenges with the loss of international visitors, other issues were surfacing before the borders closed – for example pressure on infrastructure and a reduction in social licence to operate amongst some residents. The visitor economy makes an important contribution to the well-being of the community, but it needs to be planned for effectively and holistically. The purpose of a Destination Management Plan is to guide decision-making and planning for a regenerative tourism industry over the next decade. The plan will take a multiyear and collaborative approach, focusing on the concept of placemaking - an opportunity to shape the destination to benefit both the people that live here and the visitors.

Against this backdrop Destination Queenstown (DQ), Lake Wanaka Tourism (LWT) and Queenstown Lakes District Council (QLDC), supported by government, have taken the opportunity to work towards creating a new vision for tourism in the region over the next decade. A working control group has been convened to oversee and guide the development of a destination management plan for the Queenstown Lakes region. Designed to be an overarching strategy, it will provide a roadmap for moving the district beyond *sustainable* tourism and toward a *regenerative* tourism future. The plan needs to place visitors, the local community, and the health of the district at its centre to achieve outcomes that will enrich the district and enable a thriving future.

An authentic regenerative tourism approach seeks to address this fundamental question:

How can tourism and visitor activities be in service of and adding value to the district, its living ecosystems and its communities in a way that also delivers sufficient economic benefits?"

This project presents an exciting opportunity for the Queenstown Lakes region and has a very ambitious goal – a regenerative tourism future.

The objectives of the destination management project are to:

1. Provide a roadmap for regenerative tourism that is aligned and integrated with the region's guiding plans and strategies.
2. Adopt a destination management approach that aligns with MBIE's Destination Management Guidelines.
3. Give effect to the New Zealand Aotearoa Government's Tourism Strategy.
4. Support an inter-agency approach to regenerative tourism that enriches the district across all four wellbeing's and across the tourism system.
5. Support a sustainable and healthy local economy; ensure natural systems and the environment are thriving; enrich all layers of cultural fabric; enable community wellbeing through purposeful relationships and generate positive advocacy from the local host community.

The challenge of achieving a regenerative tourism focus should not be underestimated and will require significant change in perspective, building enduring relationships, clear intentions and new behaviours. The notion of *growth*, for example, will need to be redefined with a common understanding that the focus is to *grow a thriving community and flourishing ecosystems*, with economic returns being a by-product of doing that well.

Ultimately the goal is for a regenerative approach to enrich visitors, the local community, natural systems and the environment; *while* ensuring an appropriate return to investors and the local economy.

The destination management plan needs to map a pathway for tourism to deliver benefits to the local community, drive environmental custodianship; support quality visitor experiences; target markets that align with the values of the destination; investment and partnerships; encourage growth in high value jobs and businesses and benefits to Iwi.

The project will also consider other regional plans underway, specifically the QLDC Spatial plan and Economic Diversity plan and all QLDC statutory planning documents. It should take into consideration QLDC's Community Wellbeing Strategy, Climate Action Plan, Vision 2050 and Economic Development Strategy, the regional tourism organisations (DQ and LWT) business plans and the regional events plan.

Queenstown requires a long-term, collaborative tourism plan that guides the industry towards a common vision, leading the journey from the restart and reactivation in FY2021, through the recovery period and onto the necessary discussion around the future state of the New Zealand tourism industry, of which Queenstown plays an integral part.

*Sources: QLDC Quality of Life survey, Sustaining Tourism Growth in Queenstown report, Queenstown Lakes District COVID-19 Recovery Intelligence Report

GUIDING PRINCIPLES

The destination management approach is set against the backdrop of DQ's guiding principles.



Our guiding principles

- PLACE MAKING**
Community, resident and business sentiment and engagement
Making our place welcoming
- COLLABORATION**
Industry, regional and community partnerships
- KNOWLEDGE SHARING**
Thought leadership
As destination experts sharing information and insights
- STORYTELLING**
Telling the story of our place and building our brand



QUEENSTOWN LAKES DISTRICT VISION 2050

'A Unique Place. An Inspiring Future | He Wāhi Tūhāhā. He Āmua Whakaohoho'

In 2018 QLDC convened a diverse group of thinkers to reflect the many voices in the district and key concepts, including tākata whenua, the rich heritage of the area, today's diverse communities, and the business and tourism perspectives. Community engagement followed and a community vision for the Queenstown Lakes district was born - titled 'A Unique Place. An Inspiring Future | He Wāhi Tūhāhā. He Āmua Whakaohoho'. In March 2019, the Council unanimously agreed to commit to the vision as a guiding document to inform future decision making and planning. DQ aims to align with Queenstown's Vision 2050 which identifies Queenstown's aspiration to be a community that holds true to the values that collectively define what is unique about Queenstown Lakes District. DQ will ensure that it delivers work in a way that supports the vision statements and intent of Vision 2050. The development of a regional destination management plan would assist the RTOs to develop objectives for the visitor economy that align with, and deliver on, the district's Vision 2050.

"We aspire to be a community that holds true to the values that collectively define what is unique about Queenstown Lakes District – our home. These vision statements underpin everything we do."



NEW ZEALAND – AOTEAROA GOVERNMENT TOURISM STRATEGY

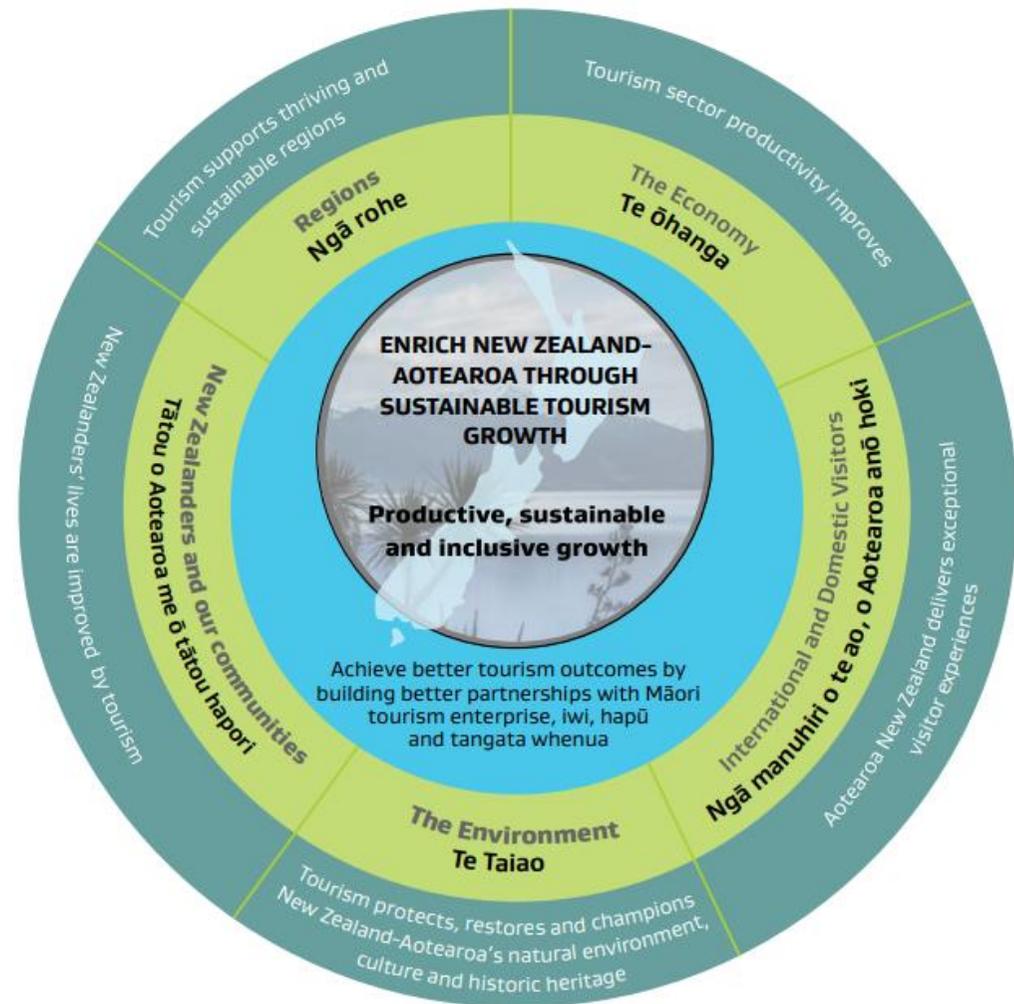
The government’s goals for tourism is to enrich NZ Aotearoa through sustainable tourism growth.

Enrich means wanting tourism to improve New Zealander’s social, cultural, environmental and economic wellbeing

‘Sustainable’ includes environmental, social and economic sustainability. We need to make sure the natural environment is protected and enhanced, that communities embrace visitors, and that we are economically better off.

To enrich New Zealand-Aotearoa through sustainable tourism growth, the Tourism Strategy sets out five integrated outcomes. A productive te ōhanga/economy requires a healthy functioning te taiao/environment to support it. It’s the drawcard for ngā manuhiri o te au, o Aotearoa anō hoki/ international and domestic visitors seeking quality experiences which we must protect and restore to sustain tourism in New Zealand-Aotearoa. Tourism should benefit tātou o Aotearoa me Ō tātou hapori/New Zealanders and our communities through jobs, education and growth, and spread these benefits across our ngā rohe/regions.

The government will strengthen their stewardship of the tourism system and work more actively with iwi, hapū and tangata whenua, local government, industry, businesses, regions and communities to shape future growth, manage its impact and better coordinate investments.



NEW ZEALAND TOURISM SUSTAINABILITY COMMITMENT

The New Zealand Tourism Sustainability Commitment aims to see every New Zealand tourism business committed to sustainability by 2025.

The vision is *Leading the World in Sustainable Tourism - Toitū te taiao, toitū te tāpoi. E kōkiri ana e Aotearoa*. To deliver on this, we must achieve ambitious economic goals while sharing the overwhelming benefits with supportive communities, contributing to restoring, protecting and enhancing our natural environment, and continuing to be a high-quality destination of choice for domestic and international visitors.

The TSC was developed by Tourism Industry Aotearoa. They are inviting every New Zealand tourism business to join them on this sustainability journey. The Tourism Sustainability Commitment works towards twelve Commitments across the four elements of tourism sustainability: Economic, Visitor, Community and Environment.

The goal is to create a truly sustainable tourism industry that makes a positive and enduring contribution to Aotearoa New Zealand.



DQ has committed to the NZ tourism sustainability commitment and is working towards the 12 individual commitments that make up the tourism sustainability commitment.

www.sustainabletourism.nz

QUEENSTOWN PERFORMANCE TARGETS FY21-22

Destination Queenstown’s organisational performance is measured annually by the key performance indicators, at a destination level, outlined in the table below. Specific metrics are identified in the individual business plans.

Measure	Date Source		Frequency	DQ Indicator
1. Community Sentiment	QLDC Quality of Life resident survey		Annually	Target 4 point increase in resident perception that the community benefits from tourism across our district (Queenstown and Wanaka).
2. Visitor Satisfaction	Visitor Insights Program		Annually	Target an average destination satisfaction score of 9.0/10 as measured by the VIP
3. Visitor Value	Marketview electronic card transaction data (MRTEs discontinued)		Annually	Achieve \$1.2 billion in visitor expenditure at year end June FY21-22.
4. Satisfaction with DQ	Annual DQ Membership satisfaction survey		Annually	Grow ‘extremely satisfied’ and ‘very satisfied’ categories from 54% to 60% in 2021. Increase overall satisfaction from 85% to 90%.

CONSUMER SEGMENT STRATEGY

As DQ considers both its short-term priority of supporting demand generation for the next 12 months alongside a longer-term goal of moving toward regenerative tourism, a marketing and communications strategy that bridges these goals is required.

Development of a destination management plan has commenced and will aim to identify how the tourism ecosystem can deliver economic, environmental, social and cultural sustainability to our region. Destination Queenstown's marketing strategy needs to align with this and evolve to carry us from short-term demand generation, led by conversion focused campaigning, to longer term positioning of the destination brand building preference for Queenstown and enhancing our reputation. Positioning our destination to target markets that align with the values of the destination and with what Queenstown offers is a pathway toward this. Queenstown is a highly desirable destination with a wide variety of experiences and appeal, and actively seeking travellers who best benefit our destination will continue in FY21-22.

By attracting visitors whose values we believe align with those of our destination and host community, we seek to achieve a more harmonious and complementary relationship between our visitors and our residents. Promoting ourselves to consumers whose interests line up with our own, seeks to ensure we attract visitors that want to engage with our community, participate in our activities, respect our environment, spend longer here getting to know and understand our place and also share their culture and knowledge with us.

As we work through the sustain and recovery phases, we will prioritise and target travellers whose behaviour's contribute positively to Queenstown's wellbeing. The implementation of a targeted marketing and product development approach will support tourism to serve as an instrument to enhance our lifestyle and benefit a wide range of business sectors.

In FY20-21 DQ identified target consumer segments that we believe align with key drivers, including visitors who seek holiday experiences that Queenstown is well positioned to fulfil; market size and potential economic value; propensity to visit in different seasons creating year-round demand; participation in activities that support our leisure infrastructure and lifestyle (e.g. ski resorts, biking trails, walking tracks, food & wine, etc); diversity of travel styles to benefit a range of operators and businesses sectors; and finally immersive travel behaviour and engagement with our local culture.

Taking a consumer segment approach, beyond only seasonal and geographic market-based promotion, is the first step to attracting visitors whose values align with ours. Ideally it will be a step toward more resilience and less risk from the impact of macro environmental factors, reflecting our journey to evolving our destination approach.

These priority visitor segments will be targeted through a coordinated approach across the main functions of DQ's integrated marketing activity (consumer marketing, media, trade and events) allowing us to become more effective and relevant to each of these segments.

CONSUMER SEGMENT MATRIX

Leisure segments

LEISURE	Description	Objective	Proposition	Strategy	Travel Time
 Ski Enthusiasts	Passionate about snow sports and mainly motivated by on-snow experience and adventurous lifestyle.	Reclaim Queenstown's reputation as the best skiing and snowboarding destination in the Southern Hemisphere.	Heart of the Alps, variety of terrain, world class on mountain and après ski	Decline: Reinvigorate Position Queenstown as an aspirational mountain destination, showcasing our epic alpine experiences and ski credentials.	Winter
 Winter Lovers	Fascinated by the magic of winter, seeks to experience the full offering of a Queenstown winter holiday.	Position Queenstown as a fun winter destination offering alpine landscape, variety of activities snow play	Landscapes, fun on and off the mountain, cosmopolitan atmosphere	Mature: Maintain Maintain share of winter holiday visitors and mainstream ski/snowboard market.	Winter
 Trail Shredders	Hard core mountain biker, seeks adrenaline enjoys social atmosphere and biking lifestyle. Biking is the most important travel motivator, travels to bike.	Position Queenstown as a world-class mountain biking destination and the best in New Zealand	World-class biking with three lift-accessed parks, gravity-fed trails, terrain for a range of abilities and styles and social atmosphere	Entry: Develop Coordinate and deliver market development plan.	Spring / Summer / Autumn
 Biking Explorers	Seeks an immersive travel experience and utilises biking as a means to explore the destination and take in the culture and sights.	Position Queenstown as a beautiful and fun biking holiday destination offering amazing landscapes and variety of experiences	Gateway to an extensive network of trails through stunning landscapes complemented by a sophisticated visitor offering.	Entry: Develop Coordinate and deliver market development plan.	Spring / Summer / Autumn
 Golf Buddies	Looking for fun with friends, golfing is the theme of the trip but social aspect, camaraderie, great food and wine complement the experience.	Enhance Queenstown's position as a New Zealand's leading golf hub to become the preferred destination domestically and rival Australian golf destinations	New Zealand's Golfing hub with seven courses within an hour set against a majestic natural alpine backdrop and supported by high-end offering.	Growth: Scale Deliver a coordinated market expansion plan to expand Queenstown's positioning and market share.	Spring / Summer

 Adrenaline Seeker	<p>Travellers who challenge themselves, discover new limits and make memories. Comes to Queenstown drawn by our reputation as a pioneering extreme sport destination and heritage.</p>	<p>Reinvigorate our world renowned reputation as the adventure capital of the world, protecting us from challengers and claiming this status internationally</p>	<p>Adventure capital of the world, birthplace of many pioneering adrenaline activities. Queenstown is nature playground setting the stage for range of outdoor pursuits.</p>	<p>Decline: Reinvigorate Reinvigorate adventure credentials, protect from challengers as other destinations seek to claim our positioning.</p>	<p>Spring / Summer</p>
 Outdoor Explorer	<p>Inspired by the landscapes and natural environment of New Zealand, seeks to immerse in the wilderness and experience iconic tracks, variety of landscapes and untouched nature.</p>	<p>Continue driving visitation through leveraging our appealing landscapes, sharing our environmental initiatives and credentials and showcasing our nature-based proposition.</p>	<p>Gateway to the great walks and outdoor pursuits through varied landscapes, in the heart of the alps. Easily accessible and supported by great visitor infrastructure.</p>	<p>Mature: Maintain Reintroducing kiwis to the amazing great walks and outdoors experiences accessible from Queenstown.</p>	<p>Spring / Summer</p>
 Young Explorers	<p>Affluent young travellers seeking to explore the world and discover new experiences to grow and develop.</p>	<p>Engage with young traveller, who contribute to Queenstown's perception as a vibrant youthful destination, to attract them to Queenstown, building lifelong advocacy for Queenstown to inspire future visitation.</p>	<p>One of the world's most exciting, vibrant and diverse destinations offering fun, social interaction, innovative experiences and discovery.</p>	<p>Decline: Reinvigorate Restart specific targeting to motivate and reposition Queenstown and New Zealand in their preferred destination.</p>	<p>Year-round</p>
 Luxury Indulgers	<p>Attracted to Queenstown's luxury credentials, seeks unique luxury experiences in a stunning destination with unique activities, food and wine.</p>	<p>Position Queenstown as NZ's preeminent luxury destination in the minds of Kiwis and Aussies.</p>	<p>Authentic luxury experience driven by a pristine natural environment and shaped by New Zealand's culture and people.</p>	<p>Mature: Growth Showcase the range of luxury product Queenstown boasts, securing our reputation and growing our Australasian share of this market.</p>	<p>Spring / Summer / Autumn</p>
 Family Adventures	<p>Seeking to create moments of discovery and connection, enabling kids to experience things for the first time, creating memories and forging bonds that will last a lifetime.</p>	<p>Maintaining Queenstown's appeal to the family market to continue driving visitation whilst also building a pipeline of future generations.</p>	<p>Family friendly fun and excitement with a range of new experiences to discover.</p>	<p>Mature: Maintain Manage demand peaks and encourage out of peak travel.</p>	<p>Year-round (School Holidays)</p>

 Foodie & Wine Lovers	<p>Attracted to Queenstown's exceptional food and drink experiences, seeks to indulge and unwind amongst friends.</p>	<p>Continue building our world-class food and wine pillar as a primary driver for this segment, consolidating our cosmopolitan reputation which contributes to our point of difference and attractiveness to a range of travel segments.</p>	<p>Multi-cultural and vibrant town offering breadth and depth of F&B options which is the basis of an immersive Queenstown experience.</p>	<p>Mature: Grow Showcase the range of restaurants and wine experiences available in Queenstown to grow our reputation as an exciting destination.</p>	<p>Autumn</p>
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Business segments

MICE	Description	Objective	Proposition	Strategy	Travel Time
 Meetings	<p>Attracted to the range of venues and activities in an inspiring landscape, with the ability to mix business sessions with social elements</p>	<p>Continue to position Queenstown as a world class conference destination providing excellent facilities and the "wow" factor to balance business with pleasure.</p>	<p>First class hotels and venues, a huge array of activities and experiences. An aspirational offering</p>	<p>Growth: Scale Deliver a coordinated market expansion plan to expand Queenstown's positioning and market share.</p>	<p>Year round</p>
 Incentives	<p>Seeks a destination that can provide life-changing experiences as reward for high performing staff or clients</p>	<p>Continue to position Queenstown as a world class incentive destination with transformative experiences in a safe environment.</p>	<p>First class hotels and venues, a huge array of activities and experiences. An aspirational offering.</p>	<p>Growth: Scale Deliver a coordinated market expansion plan to expand Queenstown's positioning and market share.</p>	<p>Year round</p>
 Wedding	<p>Couples planning a destination wedding, adventurous and individualistic, looking to get away from the everyday. Choose Queenstown for the landscapes, wedding venues, services and activities.</p>	<p>Enhance Queenstown's position as a leading wedding destination in New Zealand.</p>	<p>Spectacular landscape, unbeatable photography, variety of activities pre and post, four-season destination. Diversity of options - Elopements. Big dos. Same-sex weddings. Sustainable weddings.</p>	<p>Entry: Develop Coordinate and deliver market development plan</p>	<p>Year-round</p>

ACTIVITY PLAN

Consumer Marketing

Objective 1: Generate and convert demand for Queenstown amongst New Zealand travellers

KPI:

- Contribute to the organisational goal of achieving \$1.2B in visitor expenditure in Queenstown by YE June 2022, as measured by Marketview electronic card data.
- Drive 10% overall growth in visitation from the domestic market, as measured by DataVentures visitation data.
- Grow propensity to visit Queenstown score from 30% to 40% in the domestic market as measured by the Visitor Insights Programme.
- Deliver 2.5% growth in member referrals from the QueenstownNZ website.

Activity:

1. Generate demand for Queenstown by delivering four high-impact domestic campaigns in FY21-22, based on key consumer segments and aligned with seasonal demand needs.
2. Work with the trade team, third party suppliers and airlines to partner on activity to convert domestic demand.
3. Drive preference for Queenstown to encourage year-round visitation, measured by the domestic visitor perception survey.
4. Drive repeat visitation from the domestic market
 - o Retargeting audiences who have engaged with content at different stages of the travel booking cycle with compelling reasons to return in various seasons.
 - o Development of consumer database and eDM schedule.

Objective 2: Continue to build the Queenstown brand and fully embed the Home of Adventure proposition

KPI:

- Grow the percentage of New Zealanders who consider Queenstown 'highly appealing' from 54% to 65%, as measured by the Visitor Insights Programme.

- Grow perception of Queenstown as the Home of Adventure in the NZ market from 69% to 75%, as measured by the Visitor Perception programme.

Activity:

1. Execute campaigns under Home of Adventure brand for each target segment, articulating Queenstown's range of experiences and how adventure resonates with the different consumer segments and means different things to different people.
2. Explore activation opportunities to drive brand awareness and penetration and support the consumer segment activity.
3. Weave 'Home of Adventure' message in all DQ activity including media, trade and consumer.
4. Ensure industry partners are equipped to appropriately represent our destination, unique positioning and key messages, in their activity.
5. Produce high-quality branded materials and collateral to reflect the new Home of Adventure proposition:
 - Update collateral and signage with new Home of Adventure tag line as and when required.
 - Update DQ-owned footage and imagery aligned with new brand proposition and consumer segments, enabling DQ to best portray our destination.
 - Produce branded collateral including visitor guides, corporate gifts, event signage and others.
 - Produce and license images for DQ public image library to increase the breadth and quality of assets that can be shared with third parties.
6. Provide marketing services support to the wider organisation ensuring appropriate brand representation.
7. Create market development plans for each of the key target segments identified in the consumer segment matrix;
 - Implement and deliver recommended activity for each sector as identified in the market development plans.
 - Undertake market research for each sector to identify opportunities to strengthen Queenstown's position in the relevant segment. Utilise research from the market development plans to inform targeting of each segment.
 - Leverage 'home of adventure' brand proposition to grow, cement or evolve our positioning domestically in each segment.
 - Utilise market development plan findings for each consumer segment, to inform the regional events strategy.
 - Develop an integrated content strategy and calendar of activity to support tactical objectives
 - Produce visual assets to refresh image libraries to adequately represent this proposition
 - Produce articles and videos for organic and paid digital channels driving preference by growing the understanding of Queenstown's proposition relating to each consumer segment.
 - Work with key stakeholders within the local community to consolidate propositions
 - Develop a strategy to carry DQ's campaigning activity from immediate, seasonal demand-generation marketing to segment-led, passion point based marketing beyond FY21-22.

Objective 3: Drive consumer preference for Queenstown through owned and paid channels

KPI:

- Grow new user engagement by channel by 2% over 20/21
- Grow volume of traffic to site from social channels by 5% YoY
- Grow propensity to visit Queenstown score from 30% to 40% in the domestic market as measured by the Visitor Insights Programme

Activity:

1. Develop content strategies to consolidate Queenstown's proposition, driving consumer preference:
 - o Develop an integrated content strategy to support tactical objectives.
 - o Produce articles and videos for organic and paid digital channels expanding on the 'Home of Adventure' proposition.
 - o Ongoing content strategy driving preference and visitation by growing the understanding of Queenstown's unique proposition relative to different traveller segments.
2. Utilise highly targeted always on activity to generate demand from potential travellers in New Zealand and Australia:
 - o Ongoing delivery of targeted and integrated digital activity, including paid and organic, to communicate the variety of experiences in Queenstown to qualified potential visitors.
 - o Drive potential travellers' web visitation, engagement and referrals through Queenstown official website.
 - o Expand programme of activity to focus on lower funnel and demand generation, protecting Queenstown's market share.
 - o Continue utilizing high quality social media content to consolidate brand proposition, shape positive destination reputation inspire potential travelers and drive visitation to website.

Objective 4: Continue to enhance the Queenstown Official Website maintaining its position as a leading source of visitor information**KPI:**

- Increase annual website visitation by 5% YoY
- Reduce bounce rate by 4% YoY

Activity:

1. Act as a key referral source for our member websites to generate direct channel bookings.
2. Implement an ongoing SEO strategy to maintain and improve search rankings and onsite experience
3. Maximise Simpleview investment identifying capabilities that can be leveraged to enhance digital practices.
4. Continue to improve usability of the website by monitoring user experience and refining functionalities to increase engagement and drive referrals.
5. Ongoing technical support, license fees and hosting.

6. Update of all key assets and strategy to reflect a new local tourism environment, including revision of content and listings to reflect most up to date products and services.

Objective 5: Utilise research and data to inform both consumer marketing work (to ensure it is targeted and highly relevant) and to support members.

KPI:

- Begin benchmarking website visitation for each of the core consumer segments to respective landing pages.
- Share quarterly insights dashboard with members.

Activity:

1. Identify priority requirements for investment in insights, data and research to cover:
 - o Visitation data and expenditure data.
 - o Market sentiment and intelligence.
 - o Visitor insights programme – experience and perception.
 - o Monitoring destination perception and local community sentiment (TSI).
 - o Consumer segmentation research.

Objective 6: Support operators through member capability building, visitor messaging and opportunities to leverage marketing activity.

KPI:

- Grow the ‘extremely satisfied’ and ‘very satisfied’ categories with DQ’s consumer marketing activity from 47% to 55% as measured by the annual member satisfaction survey.
- Deliver 2.5% growth in member referrals from DQ website.

Activity:

1. Utilise DQ owned channels to support social license and community support for our industry and members, building pride of place in Queenstown.
2. Utilise channels to both promote and inform future visitors; ensuring our communications continually always show appropriate information for Queenstown visitors.
3. Develop member capability building initiatives, relative to marketing, based on member needs and feedback.

4. Revising website and social media channels to reflect latest travel advice, relative to Covid-19 and travel restrictions.
5. Revising the social media content strategy including frequency of posts, adapting message and tone and evolving content to suit response, review and recovery stages as alert levels change or borders reopen.
6. Provide a common message for businesses to align with, promoting a consistent and compelling destination message. Continue building on Queenstown's brand equity and unique proposition by weaving the 'Home of Adventure' messaging through all activity.
7. Produce brand toolkits and marketing resources for media, trade and partners, ensuring channels are well-equipped to amplify a consistent and compelling destination brand message.

Objective 7: Drive preference for Queenstown in the Australian market, and selected long haul markets, to convert demand when borders re-open.

KPI:

- Convert pent up demand within the first 8 weeks of borders opening.

Activity:

1. Build off the back of the brand launch campaign in Australia in April 2020, leveraging content partnerships and PR opportunities.
2. Deliver a high impact, fully integrated campaign, in the Australian market within 4 weeks of the border announcement
3. Explore offshore content partnerships to build profile and demand in selected long-haul markets.
4. Maintain brand presence in offshore markets while borders remain closed:
 - o Activate a positive, yet empathetic approach, to always on digital content to remain top of mind with our visitor segments and markets.
 - o Develop recovery strategies and identify new priorities based on border opening. E.g. considering direct to consumer activity in long haul markets for the first time. Designing campaign strategies to suit.

Objective 8: Regional collaboration with neighbouring lower South RTOs

KPI:

- Work in partnership with neighbouring RTOs to leverage regional initiatives

Activity:

1. Continue to be an active participant of the newly developed 45 South partnership (lower South RTOs/EDAs), leveraging this collaboration to drive further inter-regional opportunities for product and marketing development, building relationships and creating a cohesive and aligned Southern approach.
2. Be an active participant in Southern Scenic Route activity.
3. Work with neighbouring RTOs to leverage events funded through the Regional Events Fund.
4. Consider partnership opportunities, where appropriate, with QAC, AIAL and CIAL.

Communications

Objective: Protect and build Queenstown’s reputation as the Southern Hemisphere’s premier visitor destination in both domestic and international markets and enhance our reputation as world class destination that visitors from NZ and abroad love.

KPI:

- Tourism Sentiment index score stay in the upper quartile of the global sentiment range or within 5 points of the upper score of the TSI Global score

Activity:

1. Reflecting the value of our reputation as a strategic asset, deliver activity that supports and enhances our reputation:
2. Undertake proactive media communications that enhance our reputation and mitigate negative domestic sentiment toward Queenstown.
3. Undertake sentiment tracking to monitor perception of, and sentiment toward, Queenstown.
4. Continue to work with other local agencies in the destination reputation management group to create a coordinated strategic approach to destination reputation.
5. Utilise DQ media program to help support positive sentiment through storytelling
6. Leverage ‘local’ partnerships, sharing human interest stories about our people and place, to positively shape perception showing the authentic Queenstown. Consider ways to extend the #WeAreQueenstown concept further.
7. Utilise DQ channels to deliver initiatives that build pride of place and share our stories locally.

Objective 2: Positively build Queenstown’s brand through sharing our stories and guiding positive media relations

KPI:

- Target a 2% increase in the Net Promoter Score as measured by the Visitor Insights Programme.

Activity:

1. Maintain a communications schedule of key messaging and media opportunities, with the goal of producing proactive media releases and communications relating to destination performance, ensuring we generate short lead media coverage based on newsworthy stories that work toward positive positioning of Queenstown.
2. Leverage the news cycle to deliver positive Queenstown stories in the national media.
3. Utilise the home of adventure platform to celebrate our adventurous and resilient spirit and local spirit and pride of place, in domestic media.
4. Continue to develop and find new ways to leverage “Queenstown Cares” content as a platform for sharing positive environmental initiatives by local businesses and community organisations.

Objective 3: Support our members and industry through enhanced stakeholder engagement and initiatives.

KPI:

- Target 5% increase in the community satisfaction score relating to tourism as measured by the Quality-of-Life survey

Activity:

1. Deliver consistent and relevant communications to DQ members to ensure we are engaged with our members (newsletters, briefings and trainings, member events) while being aware of ongoing opportunities to improve this.
2. Run a member capability building programme in line with member requirements.
3. Deliver a schedule of member events including quarterly DQ member updates, Queenstown Connect and ad hoc member engagement opportunities as required.
4. Utilise home of adventure platform to celebrate our adventurous and resilient spirit, continue the messaging of locals supporting local.
5. Reinforce the value of tourism to Queenstown by sharing our stories about the key role tourism plays for our social diversity, cultural vibrancy, range of amenities and economic success.
6. Undertake an annual member communications survey to evaluate DQ’s communications with members.
7. Continue to emphasise and embed the Tiaki Promise in DQ activity and explore new ways to use and leverage this asset.

8. Work with QLDC, community, agencies, the events office and industry organisations to determine our approach to collective positioning of Queenstown.
9. Deliver the quarterly insights dashboard for members.
10. Investigate the viability of an intranet portal via Simpleview to create a single hub for member interaction with DQ.

Objective 4: Support the development of a destination management plan for the region and support community and industry engagement with that plan.

KPI:

- Destination Management plan completed and launched by Q2 FY21-22

Activity:

1. Develop a destination management plan, in conjunction with QLDC and Lake Wanaka Tourism, to guide our region toward regenerative tourism by 2030.
2. Implement initiatives identified in the Queenstown Lakes district destination management plan.
3. Enhance liaison and engagement with our community to shape positive sentiment toward tourism.
4. Promote information sharing, collaboration and support network through a shared platform for local industry to remain connected

Objective 5: Manage the reporting function for DQ and the liaison and support function with local and national agencies regarding business recovery and crisis management.

KPI:

- Reports delivered on time and to operational schedule.

Activity:

1. Continue to be member of the Southern Lakes Response and Recovery team, both in the short-term relating to Covid-19 but also as the group and its role evolves.
2. Manage DQ's organisational plans and communications including the Annual Report, the Business Plan and Crisis Management plan.
3. Engage with and support lead agencies in response to crisis situations (QLDC, QAC, CDEM, TORQUE).
4. Undertake an annual member satisfaction survey to evaluate DQ's performance and assess member needs and expectations.

Objective 1: Create engaging content to inspire visitors, supporting the dreaming and planning phase and positioning Queenstown top of mind to drive preference for short and medium term travel.

KPI:

- Target a 2% increase in the Net Promoter Score as measured by the Visitor Insights Programme.

Activity:

- Facilitate content generation aligned with consumer marketing priorities and in response to demand from media and market trends
- Identify ongoing partnership opportunities in key markets and target consumer segments.
- Leverage key local events via the DQ media programme to showcase the event to drive destination visitation
- Explore the use of a PR agency based in Australia.
- Embed the Home of Adventure brand position, clearly articulating the range and diversity of activities that represent 'adventure' in Queenstown. Seek media opportunities that support this.
- Develop content for DQ's own channels tailored for key long haul markets as well as domestic and Australian markets.

Objective 2: Tell Queenstown's stories through owned and earned media channels, supporting long term brand positioning, and driving positive PR.

KPI:

- Produce a minimum of 40 pieces of DQ generated earned media in the domestic market.

Activity:

- Use and influence the International Media Programme to secure inspiring and engaging media coverage in key international markets, as part of market re-entry strategy. Utilise Tourism New Zealand's content 'Newsroom' to secure coverage in key long-haul markets that align with DQ's strategic priorities.
- Use the DQ media program to support positioning for key visitor segments and in line with consumer marketing priorities. Explore regional partnership opportunities to showcase Queenstown and products.
- Leverage the news cycle to promote destination messages

- Utilise key opinion leaders to reach specific demographics, promoting and positioning Queenstown as an aspirational destination.
- Prepare for re-entry to long haul markets, identifying media opportunities offshore to promote Queenstown and drive year-round awareness
- Leverage the news cycle around the opening of the Trans-Tasman bubble to;
 - Ensure Queenstown messaging is part of the Trans-Tasman news cycle and inspirational Queenstown content is visible in Australia
 - Drive demand and grow share of visitors to Queenstown
- Support the market development plan work through:
 - Targeted media hosting programme to support consumer segments.
 - Utilise influencers and third parties (such as brands or sponsored content) to amplify messaging for each segment and showcase Queenstown’s credentials in each area.
 - Leverage User Generated Content

Trade

Objective: Enhance the profile of Queenstown, our product range and portfolio within Travel Trade distribution channels globally. Influence and improve presentation of Queenstown’s core proposition using Home of Adventure assets within communications and channels of key Trade partners reaching end consumers. Improve value and spend in Queenstown and leverage destination marketing opportunities with key partners in the distribution channel.

KPI:

- Increase Travel Trade Website traffic by 25% over previous year, improve engagement
- Communication Reach (8 newsletters annually reaching 6,000 unique travel sellers)
- Training sessions (remote and in-person) delivered (reach 1,000 attendees)
- Trade Road Shows in New Zealand and in-Market (1,500 attendees as buyers)
- Famils (100 participants hosted)
- Trade Partnership JV Campaigns (value generated and reach)

Activity:

1. Continue development of new trade training content – video, presentations and new tools on the website – for Domestic, Australia and Long Haul markets re-positioning Queenstown as the Home of Adventure and pushing core pillars and seasonal credentials
2. Establish new communication channels to deliver Queenstown messages to global travel trade in a timely manner

3. Continue to re-build a comprehensive and updated global trade distribution channel database
4. Build an Australian trade distribution channel database to capture travel sellers of long haul destinations from Australia that will look for short haul options
5. Deliver remote and in-person training sessions to global Travel Trade on Queenstown's propositions
6. Host Trade Famils in partnership with Air New Zealand, Tourism New Zealand and other distribution channel partners
7. Host key New Zealand Inbound Operators famil to influence their Queenstown itineraries
8. Reclaim Queenstown's lost length of stay in coach tour and FIT itineraries in all markets for 2023 to 2025 programs
9. Develop DQ's long haul portfolio of markets to align DQ Business Plan for FY 2022-23
10. Activation in Australia Travel Trade Media (content and quizzes) to raise awareness of Queenstown as a spring/summer destination and to recruit travel sellers into DQ webinars
11. Launch Home of Adventure to Trade in the Australian Market
12. Brief Australian Ski wholesalers on DQ's consumer campaign and offer assets they can leverage to maintain winter and encourage spring Ski in 2022.
13. Deliver Trade partnership campaign in Australian market to launch Home of Adventure in New Zealand market and to push Winter & Ski proposition
14. Develop a China recovery strategy to implement when the market turns around after the slow down due to the impact of Coronavirus.
15. Host China key Trade famil in partnership with ATEED, TNZ and Air New Zealand to deliver 'Queenstown is open' message in China
16. Deliver a Trade Roadshow in China covering Beijing and Shanghai within eight weeks of the China border opening to raise the profile of Queenstown in the China market
17. Translate travel trade pages in simplified Chinese to improve reach and penetration of DQ Trade messages to Chinese Travel Trade sellers.
18. Host Australian Trade famil in partnership with Air New Zealand to deliver 'Queenstown is open' message for Aussie trade and end-consumers
19. Deliver a Trade Roadshow in Australia covering Sydney and Melbourne/Brisbane within four weeks of the trans-Tasman bubble opening to raise the profile of Queenstown as a summer destination in the Australian market
20. Deliver the evolved and sophisticated Queenstown Stand at TRENZ 2022.
21. Host 40 TRENZ 2022 participants in TRENZ pre/post famils
22. Undertake domestic sales calls to target key trade partners (IBOs, TNZ) and long-haul Airlines in Auckland, Wellington and Christchurch.
23. In conjunction with travel trade partners and TNZ, host famils, actively seek out opportunities to host key decision makers on famils.
24. Attend TNZ's Kiwi Link events are they are announced as long-haul markets open to launch Home of Adventure in long haul markets
25. Roll out Home of Adventure globally through events and in-market activity within DQ's portfolio of markets
26. Develop resources for Muslim market in Malaysia and Indonesia to increase arrivals and length of stay
27. Develop content for Trade to push Queenstown's new product portfolio - Reinforce the key SIGs and reason to visit in Queenstown, including ski, food & wine, luxury, family, golf, biking and adventure.
28. Deliver activity in Australia, China and North America specific to development of Queenstown's luxury credentials

29. Attend the annual TEC conference and other events to influence distribution channels
30. Host famils – supporting TNZ and trade partner famils where objectives align.
31. Attend RTO training Day in Auckland.
32. Attend TNZ RTO workshop in Australia.
33. Support Christchurch Airport’s Kia Ora South Trade Roadshow in China and US in 2021-2022.
34. Publish Quarterly Reports summarising Trade Activity to members
35. Create opportunities for Queenstown operators to visit market for Sales Calls.
36. Leverage events to drive visitation in shoulder season.

Queenstown Convention Bureau

Objective: Maintain existing and develop new industry relationships and partnership opportunities to generate more awareness of Queenstown as the perfect Business Events destination and to increase leads.

KPI:

- Number of Leads generated (TBC based on markets coming online: 100 New Zealand, 60 Australia, 30 long haul markets, 190 total leads)
- Linked In led digital C&I Campaign Reach, Web Traffic and Leads generated
- Newsletter Communication Reach (8 newsletters reaching 3,000 PCOs, Incentive and Corporates)
- Sales Calls completed (40 one-on-one and 200 webinars)
- Road Shows in New Zealand and Australia (130 attendees as buyers, 20 members as sellers)
- Famils and Site Inspections (50 participants hosted)

Activity:

1. Host New Zealand Domestic Corporate End User Famil in partnership with Air New Zealand
2. Host New Zealand Trade based Event Managers Famil (PCOs, Incentive Houses) in partnership with Air New Zealand
3. Continue development of new Business Events content – video, presentations and new tools on the website – for Domestic, Australia and Long Haul markets re-positioning Queenstown as the Home of Adventure

4. Deliver a Linked In led digital campaign for New Zealand & Australia with an always on approach
5. Deliver networking events and forums to connect Queenstown C&I operators to Buyers from New Zealand Corporates
6. Launch Home of Adventure to Channel Partners in the Australian Market
7. Attend CINZ's Meetings 2022 and leverage famil opportunities around it
8. Host Australian C&I Buyers famil in partnership with Air New Zealand to deliver 'Queenstown is open' message for Aussie Business Event organisers and Corporate End Users
9. Deliver a QCB C&I Roadshow in Australia covering Sydney and Melbourne within four weeks of the trans-Tasman bubble opening to raise the profile of Queenstown in the Australian C&I market
10. Attend AIME 2022 Melbourne and use the platform to deliver Queenstown Home of Adventure
11. Attend Get Global or similar events in Australia
12. Support TNZ participation at IBTM Singapore in April 2022
13. Participate and facilitate Queenstown operators presence at Meetings 2022 in Christchurch
14. Host 15 C&I buyer participants in MEETINGS 2022 pre/post famils
15. Partnering with CINZ to attend the Australia Direct Selling Association Conference in June 2022
16. Run three QCB Advisory Board meetings to collect input for the annual QCB business plan and to review QCB strategy and activity
17. Engage closely with key partners in market – Air New Zealand, Qantas, CINZ, TNZ, AuSAe, SITE
18. Continue close partnership with Auckland Convention Bureau to deliver Auckland and Queenstown dual destination proposition to Incentive programs in long haul markets with focus on China, South East Asia and the United States
19. Develop a US Incentive Strategy in partnership with Auckland Convention Bureau
20. Undertake sales calls in New Zealand, Australia and long haul markets (once borders open) to target key Business Event organisers and Corporate End Users.
21. Attend the annual CINZ conference and other events to influence distribution channels
22. Attend global Business Events Trade Shows supported and promoted by TNZ in markets as borders open
23. Host famils – QCB famils and supporting TNZ and channel partner famils where objectives align.
24. Publish Quarterly Reports summarising Bureau Activity to members
25. Create opportunities for Queenstown operators to visit market for Sales Calls.
26. Further investment in the MICE sector to diversify the market and grow shoulder periods. Leverage of Te Pae and the NCC when they open.

Objective: To support our members with capability building, regular communications and information sharing. Represent and advocate for our industry locally.

KPI:

- Achieve overall membership satisfaction of 80% as measured by the annual member satisfaction survey

Activity:

1. Participate in the Southern Lakes Business Recovery group, consisting of DQ, QLDC, Lake Wanaka Tourism, the Queenstown Chamber of Commerce and Ignite Wanaka to provide a co-ordinated local response and support network for the Southern Lakes business community following the impact of COVID-19. The role of the BRG is to:
 - a. Gather intel and provide consistent and accurate information via organisation's and other channels.
 - b. Ensure businesses have the resources and support they need now, when they need it and know where to go for it.
 - c. Once appropriate move into a co-ordinated recovery phase to ensure businesses can return to business as usual as soon as possible.
2. Member Capability Building
 - o Deliver a programme of member capability building, through Queenstown Connect and member workshops and webinars that meet the industry development needs of DQ members.
3. Product Development support:
 - o Identify operators within the region that are in a position to develop their businesses, and advocate for funding/support where relevant.
 - o Work with Industry on an ongoing basis to think about how they can plan and then implement.
4. Work with the industry in facilitating a vision and goalsetting for what we want to be as an industry to contribute to the destination management plan.
5. Ensure we are well placed to leverage any government or key agency support.
6. Advocate for our share of TNZ's marketing investment and work with TNZ on their marketing campaigns. Ensure Queenstown is well placed to benefit from this.
7. Promote member information sharing and support through a network for local industry to remain connected and well prepared to respond to the changing environment.

Objective: Destination Queenstown is an appropriately resourced, structured and motivated team to deliver the requirements of the strategic plan

KPI:

- 100% completion of HR and organizational deliverables, as outlined below.

Activity:

1. Ensure the DQ organisational structure is ready to adapt to changes in in the NZ industry, such as border openings/closures.
2. Create and provide a comprehensive induction and continued support for the incoming CEO, ensuring they have the tools and knowledge to lead the organisation.
3. Ensure the DQ Team Charter is fully embedded and the organisation is operating in line with the charter maintaining the 100% commitment of staff to the values in the 2020 engagement survey.
4. Undertake an annual key skill and competency reviews to develop and deliver a targeted training and development plan for each team member.
5. Deliver the induction plan for each new starter to ensure they are appropriately inducted over their first four weeks at DQ, this includes undertaking a personality assessment.
6. Focus on improving in the areas recommended by 2020 engagement survey whilst maintaining or bettering overall outcome.
7. Workplace health and safety is a top priority in everything Destination Queenstown does. Continue to promote active participation across the team regarding health and safety matters, initiatives, improvements and procedures.
8. Provide internal training to the DQ team on the following: Health and Safety at Work Act (2015), hazard identification and reporting, DQ H&S policies and procedures, DQ office health and safety walkthrough, chains for winter driving
9. Embed Simpleview utilisation into all areas of the organisation
10. Ensure the health and safety policy and plan continues to be adhered, implemented and updated. Health and safety committee to undertake an annual review and update of DQ's health and safety plan including emergency response and evacuation procedures, DQ procedures and hazard/risk assessment.
11. Provide an external Employee Assistance Program via EAP Services.
12. All DQ staff who regularly host clients and media have a first aid certification
13. All DQ staff to undertake driver training
14. Maintain a Business Continuity Plan for DQ including communication procedures, identification of key personnel, identification of business-critical processes and files, IT backups and access, insurance and contact details.

15. DQ participation in the Tourism Operators Responder of Queenstown (TORQUE group) which supports emergency management Otago and QLDC following major disruption to facilities and infrastructure in the Queenstown area.
16. Elevate sustainability concepts across Destination Queenstown, ensuring the organisation meets the DQ Sustainability policy and plan.
17. DQ sustainability committee continues to ensure the organisation meets the sustainability commitment internally
18. Work with the wider team to implement external sustainability initiatives
19. Destination Queenstown has the appropriate information and communication technology infrastructure, hardware and software to deliver the requirements of the strategic and annual plan.
20. Provide an outstanding service to DQ members: facilitate new member briefings, process new member applications within five working days, updates to member listings are reviewed and published within two working to days, monitor DQ member portal via Simpleview, providing an efficient platform for members to access relevant information, manage leads and update website listings

APPENDIX

Visitor Demand Mapping

DQ has created visitor demand mapping for the Queenstown Lakes district for the period 2020-2024. It aims to identify timelines for best and worst case.

30 Day Forward Outlook Chart

Destination Queenstown has also developed a 30-day forward outlook chart indicating the current levels of accommodation occupancy in Queenstown.

Visitor Demand Mapping (short term 30 day forward outlook and long term scenarios)

Destination Queenstown have combined the short term 30 Day Forward Outlook Chart with the long term Visitor Demand Mapping report to create a common resource that will be published monthly.

Link to the documents can be found here: <https://www.queenstownnz.co.nz/destination-queenstown-member-area/covid-19-visitor-demand-mapping/>

Our Brand

During FY18, 19 and 20 DQ undertook work to evolve Queenstown's brand proposition, more clearly articulating our destination's unique identity to inspire local community pride and motivate visitor preference. The work leveraged existing consumer research and was anchored on our culture, history, place and people.

BRAND PROPOSITION

Home of Adventure

Queenstown will inspire you to go further than before and introduce you to the person you've always wanted to be.

CONSUMER INSIGHT

I want to feel free and energised in a place where anything is possible.

REASONS TO BELIEVE

PIONEERING HISTORY

Home to many firsts, Queenstown has fuelled the imagination and inspired adventurers for centuries.

POWERFUL LANDSCAPES

Queenstown's magnetic energy inspires you to explore beyond your own frontiers.

THE ADVENTURE CAPITAL

We invite you to share in our passion for adventure. Here, everyone can experience something new.

TRANSFORMATIVE EFFECT

Adventure is a path to self-discovery. Embarking on your journey will reward and enrich you.

BRAND PILLARS

ESCAPE

Escape from the stress of work, away from the everyday. It's the core to every Queenstown holiday.

MAJESTIC

The mountains, the lakes, the steep valleys and gullies. The stage that makes it all possible.

OPEN TO THE WORLD

Open hearts & minds, open to new ideas and experiences. Welcoming, friendly, cosmopolitan. This is the people of Queenstown.

ENERGY

Vibrancy, excitement, a beating heart. The feeling of a Queenstown holiday which is our unique point of difference.

Campaign framework



O'HANLON Margaret

Queenstown Performing Arts Centre Trust/Creative
Queenstown

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

I don't think we have a choice. We must make Climate Change and the steps outlined; shift to electric busses, bike lanes, and looking at composting, recycling, etc. the way forward. However making 2050 (I will most likely be dead) our target for zero emissions shows we truly aren't taking it seriously. Also, if there is an intent on the part of the Airport Commission to expand, then how do they expect to be carbon neutral. Watching nature bounce back as quickly as it did during lockdown indicates that the best thing we can do for our region is regulate tourism and regulate growth.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

I don't have enough knowledge in the area to comment. Either option is fine.

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION ONE: Council confirms the prioritisation and funding or non-funding of transport projects as outlined

Please tell us more about your response:

I think we plan for Option 1 and if we don't get the external funding we look to Option 2.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION TWO: Apply costs to the existing Wakatipu Roding Rates

Please tell us more about your response:

It is ridiculous to assume that the only people benefitting from the roading upgrades are those already residing in the CBD. Recent events have shown that local involvement in the CBD is very low and that is due to an ongoing desire to ignore the effects of unbridled rent increases. Local businesses dwell elsewhere. The upgrade of this town must truly lie on the shoulders of all who live here, and not just those in the Centre.

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

I support Option 1 on an item by item basis. Resource Consent, Building Permit, etc. in a town where there is such a significant land grab and the increase in population will be taxing to us all is definitely a significant cost I do not wish to support in my rates. However, increasing the cost of the use of the pool is not warranted, because this is a communal facility and does not benefit private interest (as developing property does).

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Queenstown Event Centre Sale of Land: Please do not sell off any more land. Reserve it for Community use or a park. Council has so few assets left as it is, that we are at crisis point due to lack of community space.

Project Manawa: Although implied, there is no definitive plan or indication as to what will become of the Queenstown Performing Arts Centre when this project's build progresses.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. If you have a pre-prepared submission, you can upload it below.

Please note that we can only accept .docx files.
Additional documents or PDF files can be emailed to letstalk@qldc.govt.nz

SUBMISSION TO QUEENSTOWN LAKES DISTRICT COUNCIL IN REGARDS TO THE PROPOSED DISTRICT WIDE TEN-YEAR PLAN 2021-2031

THIS SUBMISSION IS BEING MADE BY:

MARGARET O'HANLON
[REDACTED]

MY EXPERIENCE:

I have been a year-round resident of Queenstown for 31 years, having purchased my home, at [REDACTED] in November of 1990.

I am a founding member and Chairperson for the Queenstown Performing Arts Centre Trust (QPACT), a charitable organisation formed in 2000 for the sole purpose of fostering and developing the Performing Arts in Queenstown by providing a purpose built facility to accommodate the community need.

I am the current chair for Creative Queenstown, the local arm of Creative New Zealand. We enable funding to local arts groups and actively provide touring arts performances through Arts On Tour.

I am the recipient of a QLDC Civic Award (2009), Spirit of the Wakatipu Award for Arts and Culture (2019) and a New Zealander of the Year Local Hero Award (2019). QPACT has received a QLDC Spirit of the District Award for our contribution to the Community in the arts, and the Songstars Trust, which I created, has also been a recipient.

I am actively involved with Showbiz Queenstown, Remarkables Theatre, Wakatipu Highschool, Turn Up The Music, Three Lakes Cultural Trust and Whirlwind Productions. I am a full-time Musician, Music Teacher, Director, Producer, and Musical Director.

I love this district and am passionate about the diverse range of performers and artists that live here.

BACKGROUND:

In 1999, after the birth of my second child I realised I needed to find space outside of my home in order to run singing classes and rehearsals for a large community event I had just been asked to join. The event was called "Starry Eyed" and it had grown too large for Winter Festival. I looked around town and realised that adequate space was scarce, if not non-existent. So, I gathered a group of like-minded individuals together to form the Queenstown Performing Arts Centre Trust with the sole purpose of providing adequate spaces for the development and presentation of the performing arts. We petitioned Council for the use of an existing building (originally the 'manual block' from the old Highschool) and set to work to raise the money independently to create three large studios and one small music room. We raised \$150,000 which was enough in those days to renovate the building with the additional help of friends and family.

Not long after a group of Visual Artists pulled together to form the Queenstown Arts Centre in the building across the parking lot from us (the former Primary School). Unofficially and unceremoniously a "cultural district" was formed by these two buildings situated in the CBD and they are still operating as bastions of creative energy and development.

The Queenstown Performing Arts Centre is presently serving over 25 permanent groups who are jockeying for space, which at present is at capacity at more than 100 hours, and many groups are unable to be accommodated because of the acoustic performance of the aged buildings.

Under the "What Else Has Changed" of the Proposed 10-Year plan, it is acknowledged that there is a lack of community space to meet the demands of the community. Also in that section is a brief description of the approved Project Manawa which will replace the QPACT and Queenstown Arts Centre buildings with Council buildings and some sort of cultural and arts centre, as well as a replacement for the to-be-demolished Memorial Hall. It informs us that a "we have proposed a new Performing Arts Centre to be delivered in year eight of the draft programme", however a proposal is not a guarantee, and throughout my 30 year residence I have seen proposals come and go without conclusion.

At present Queenstown has limited community space available to performing arts groups. The QPACT building is central and provides a hub of community activity in a CBD that has become less and less of a home for our local activities due to inflated rents that don't reflect the salaries of our population. QPACT is home to 25 Artists and Groups, many who serve 50 participants (or more) at a time. A quick tally of scheduled hours per week reveals more than 100 hours of activity in any given week. Yet, given the changing and growing face of our community, with anticipated growing numbers, a greater need for dance, music, theatre and circus art spaces seems inevitable.

Presently there are plenty of groups that QPACT cannot accommodate. Showbiz Queenstown and Remarkables Theatre share a "temporary" space whose future remains tenuous. Turn Up The Music are scattered throughout the community. Lakes Theatre Arts, Maya Music and the KMC Drama Collective are all reliant on subsidised, yet inadequate commercial space (for example Lakes Theatre Arts and KMC Drama Collective occupy spaces without any windows). The annual Christmas Show and Whirlwind Productions, both of which enable wide community involvement, operate from borrowed and inconsistent spaces.

WHERE TO FROM HERE:

As a resident for more than 30 years, I can attest to the incredible talent that has been nurtured and exists in this district. Many start in local productions or with itinerant teachers who foster passion and often go on to achieve greatness nationwide or overseas. I am confident that if we had more fit-for-purpose facilities, we would attract a higher standard of practitioners and teachers, creating even more opportunities for our young people invested in the arts and culture in Queenstown.

To quote:

"In 2019, an amendment to the Local Government Act reinstated the community's wellbeing giving councils a clear directive that community wellbeing needed to be a core consideration in any decision making". Four major values were highlighted as priorities. They are: opportunities for all, Disaster defying resilience, pride in sharing our spaces and brehtaking creativity.."

The arts and culture community achieve all of these goals:

1. **Opportunities for All:** The performing arts community is interactive and inclusive. It cannot thrive without collaboration. We are not only embracing of new ideas, faces and skills, we work only as a team, so each member is valuable. To dance is to work together, to sing is to work together, a dramatic production is a show of many hands supporting one another.

2. **Disaster defying resilience:** The Covid crisis did not cripple the performing arts community, it allowed us to thrive. During lockdown the numerous dance, vocal and drama tutors kept their students on track through zoom and other live-stream platforms. Choirs collaborated online, Remarkable's Theatre conducted auditions via Zoom for their upcoming production "Cosi", the Director of the Showbiz production of "Legally Blonde" led discussion online to tap into how the cast were coping with the cancellation of their upcoming production. Local artists wrote blogs, stories, plays, songs and stand-up comedy about the lock-down. A few examples of diversification are Wakatipu High School live-streamed their production, a community celebration of the arts was pulled together by Three Lakes Cultural Trust, Arrowtown pulled together a last minute festival of music, and the film industry is thriving.
3. **Pride in Sharing Our Spaces:** Spaces are a reflection of the community. QPACT is in fact a beautiful space full of light, history and creativity. It is currently something for our community to be proud of. If we were to place little value on what is a living breathing reflection of the creativity our community, this would indeed be a tragedy.
4. **Breath-taking Creativity. Breath-taking.** This indicates to me that there needs to be investment in the development and resources available to the performing arts. There also needs to be venues for performance that support those breath-taking levels of achievement.

A performing arts community is essential to a thriving community, and should not have to be measured by revenue or return on rates because well-being cannot be measured by such a criteria. For comparison, we don't determine the significance of a library based on what sort of financial return it can generate.

I strongly urge Council to consider the construction and development of facilities specifically for the development and presentation of the performing arts. These buildings must be inspirational and specific to the usage of the performing arts and able to accommodate our community at it's current capacity and for the future. Such a facility is long overdue.

If QLDC are serious about fulfilling the goals of the current Government recommendations for the well-being of our community, then the creation of a cultural district in this community must be a priority, a "Big Issue", and not delegated to a lesser concern for another 10 years.

OSBORNE Steve

Kingston Community Association

Kingston

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Name: Stephen Osborne

Organisation: Kingston Community Association (KCA)

Contact email address: [REDACTED]

Location: Kingston

Do you wish to speak at a hearing for the 2021-2031 Ten Year Plan (including the Significance and Engagement Policy): Yes

Do you wish to speak at a hearing for the draft Policy on Development Contributions: No

If Yes please provide contact number: [REDACTED]

Responding to climate change:

Big Issue 1: Delivering safe and reliable 3 water services for our communities

We support **OPTION ONE**: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

We note Kingston water treatment plant and the existing township reticulation is not shown in the Draft 2021-2031 Ten Year Plan Consultation Document. The Draft 2021-2031 Ten Year Plan Volume One document contains a table on page 90 showing the water capital spending for Kingston as per below:

Kingston											
Kingston Existing Township Connection			38,226	3,928,557							3,966,783
Kingston Housing Infrastructure Fund New Scheme	5,392,301	1,680,892			10,762	3,289,465	66,796				10,440,217
Masterplanning - Kingston	5,000	5,177	5,309	5,456	44,907	5,770	5,952	6,153	50,913	6,560	141,197

It is our understanding that \$3,966,783 has been allocated for connections to the existing township dwellings, \$10,440,217 has been allocated for the Kingston HIF scheme which includes the water intake, treatment plant and reservoirs, which will feed the township and new Kingston Village Limited development.

If we have understood the Draft 2021-2031 Ten Year Plan Volume One document correct as we have explained above then we support and are happy with the current timeframe.

Big Issue 2: Meeting the transport needs of our communities and ensuring capacity and choice

We support **OPTION TWO**: Council reconsiders prioritisation and funding or non-funding of one or more transport projects

Please tell us more about your response:

Kingston Village Limited (KVL) is planning to build circa 750 more dwellings adjoining the existing Kingston township (217 consented to date). From discussion with council representatives at KCA meetings, along with the infill of the existing community it is projected the combined dwellings

number will be approximately 600 within the next 10 years and 1200 ultimately. The current number of dwellings is 240, this means a 250% increase in population within the next 10 years.

The Draft 2021-2031 Ten Year Plan Volume One document contains a table on page 119 showing the transport capital spending for Kingston to be zero. We believe this is inappropriate. Safe movement around the exiting township, connections between the new KVL subdivision and the existing township, and the connection to Queenstown all need to be considered. Many of Kingston's roads do not have footpaths and are not wide enough for parking considering the projected increased residents & traffic. The top of Kent Street between the commercial area on SH6 and the public toilets is a well know safety hazard. Hundreds of millions of dollars have been allocated to the CBD for transport. \$500k, only a fraction of the CBD budget, would go a long way in solving many of Kingston's internal transport issues.

Page 21 chapter 3 of the Draft 2021-2031 Ten Year Plan Consultation Document states during the engagement process council was clearly told that transport was a key issue in achieving the vision principle of Zero Carbon Communities. It appears the 45km commute between Kingston and Queenstown, which will have an ever-increasing number of users dwellings numbers increase, has been given no consideration in the 10-year plan. We believe it should be considered and included in the plan.

Further to the zero-carbon initiative there are safety issues to consider with this commute, QLDC have highlighted this themselves on page 79 of the full draft Queenstown Lakes Spatial Plan document, which categorises the connection between Queenstown and Kingston as a "Safety Risk Area". Although the connection is a state highway controlled by NZTA it appears negligent of QLDC to not consider how the increase of traffic on this connection will affect its residents and how this should inform their planning and decisions in the next 10 years. An example is ~950 new dwellings consented in Kingston 45km away from the center with no public transport and the only connection considered a safety risk.

Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

We support **OPTION ONE:** Rates recovery focused on wider CBD ratepayers

Please tell us more about your response:

There will be minimal to no benefit for Kingston.

Big Issue 4: Increasing User Fees and Charges

We support **OPTION ONE:** Fees and Charges Increases as per Revenue & Financing Policy

Please tell us more about your response:

Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

The Queenstown Lakes Spatial Plan has a fundamental flaw in its dwelling’s projections for Kingston, which we believe has then influenced the decisions made throughout the 10 year plan for Kingston, essentially making them irrelevant and incorrect. If this is not reason for the decisions then we are at loss to why such poor decisions have been made in relation to Kingston within the 10 year plan.

The error is clearly shown on page 9 the Queenstown Lakes Spatial Plan Consultation Summary and page 49 of the full draft Queenstown Lakes Spatial Plan document. The graph shows that Kingston’s estimated dwellings by 2050 to be 750. With the infill of the existing township and the consented 750 lot KVL sub-division, the Kingston Community Association have been told on multiple occasions by QLDC representatives the figure is actually 1200 minimum. To put that in perspective it is a 5-fold increase on the existing 240 dwellings, which is the largest increase of all the areas considered in the spatial plan.

The Draft 2021-2031 Ten Year Plan Volume One on page 53 is the start of a section titled Our Activities in detail, the purpose of this section is to “provide information on our eleven Council activities. Each activity relates to one or more of our community outcomes and seeks to improve the wellbeing of our communities. The section outlines what each activity does and what it plans for the future.”

We believe it is worth highlighting how for each of these eleven council activities the incorrect data used for Kingston in the spatial plan has resulted in under funding in all instances. We have provided requests under each category to show how we believe the 10 year plan should be changed to correct this error.

Community Services and Facilities

SUM OF CAPITAL WORKS	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	GRAND TOTAL
Kingston											
Kingston cemetery - improvements				37,752							37,752
Kingston Community Building & St John	208	171			7,810		4,476	7,644	24,471		44,779
Kingston Jetty & Asset Management Plan		21,242					23,973				45,215
Kingston Library Renewal - Property	827	1,094	1,378		2,747	301	8,547	1,266	3,066		19,226

As you can see from the table above \$146,972 has been allocated for Kingston. All of which is essentially maintenance of existing assets. In spite of the projected population growth and the pressure this will place on existing assets and the requirements for more assets, nothing has been allocated for new assets and or expanding of existing assets.

The nearest size community to Kingston for comparison is Glenorchy, although it has ¼ of the projected dwelling growth. We would like to make it clear our comparisons to Glenorchy are in no way us advocating for a reduction in spending there, we do not have a proper understanding of Glenorchy's issues and nor is there sufficient information provided within the documents made available by QLDC as part of the 10 year plan submission process for us to get an understanding. However, from the limited information we can obtain from the documents it appears they have many of the same problems as Kingston and we expect similar funding be allocated for our community.

The table shows Glenorchy has been allocated \$1,905,547 for community services and facilities. We believe this is a disproportionate distribution of funds focused on tourists not residents. An example of this is the \$561,231 Glenorchy has allocated for the pier and marina this is compared to the

\$45,215 for the Kingston which is only a plan no actual construction. The Kingston jetty is identified on the Civil Defense Plan for Kingston as an escape/rescue point via the Earnslaw and other means. The parking for vehicles and boat trailers is already insufficient for the 240 dwellings, the projected dwelling growth will make this far worse.

We request more funding is allocated for both planning and construction of Community Services and Facilities to help meet the increased demand.

Environmental Management

Our understanding of this section is it lays out what the council has categorised as the services it provides under the heading Environmental Management. The three areas detailed are:

- District Plan
- Spatial Plan
- Resource Consents

The spatial plan as noted above we believe is incorrect in regard to Kingston. The district plan and subsequent resource consent issued for the new 750 lot Kingston Subdivision had no opportunity for community liaison, the existing community to be considered as an effected party or the impact on the exiting community properly understood and planned for.

We request the Kingston community is consulted on any further development including the already consented new sub-division and is demonstrated to that the impact on the existing community have properly considered.

Water Supply

Kingston											
Kingston Existing Township Connection			38,226	3,928,557							3,966,783
Kingston Housing Infrastructure Fund New Scheme	5,392,301	1,680,892			10,762	3,289,465	66,796				10,440,217
Masterplanning - Kingston	5,000	5,177	5,309	5,456	44,907	5,770	5,952	6,153	50,913	6,560	141,197

Although not entirely clear from the wording in the above table, it is our understanding from meetings with QLDC representatives that one; the \$10,440,217 HIF new scheme will include the intake, treatment and storage infrastructure required for both the new sub-division and the existing township and two; the \$3,966,783 is for the connection of the dwellings within the existing township. We do not know what the Master planning for water has been allocated to plan as we believe the planning stage is already complete.

We support the current time frames and priorities in the district plan for water, assuming our understanding noted above is correct but note there is a lost opportunity here to lay the wastewater connections at the same time creating a much more efficient use of funds. This is explored more under Wastewater.

We request our assumptions be confirmed and the wastewater connections for the existing community be installed at the same time as the water

Wastewater

Kingston											
Kingston Housing Infrastructure New Scheme	7,895,647	2,407,277	4,883,174			5,201,914	108,811				20,496,823
Masterplanning - Kingston	5,000	5,177	5,309	5,456	44,907	5,770	5,952	6,153	50,913	6,560	141,197

Again, although not clear from the 10 year plan consultation documents its is our understanding from various meetings with QLDC representatives that the \$20,496,823 will include the infrastructure for the treatment of the new 750 lot subdivision and the existing township but only the trunk mains will be laid through the existing township, no wastewater connections in the existing township will be made in the proposed 2021-31 plan.

We believe the connections for the existing township should be laid at the same time as the water connections that are programmed to be installed in 2024/25. There are many reasons for this, including:

- New dwellings constructed in the existing township will need to construct onsite treatment systems. Our understanding is they will be given a 10 year grace period exempt from paying rate contributions once the new wastewater system with the opportunity to connect is constructed within the township. This represents a lost opportunity for the council to connect new builds and for them to contribute.
- It is a deterrent for new builds as although they get an exemption for 10 years their new system will likely have a design life of 50 years.
- The roads, footpaths and property connections from the boundary to the dwelling will all need to be excavated twice. Once for the water connection and once for the wastewater connection at a later date. This represents a twofold cost increase, the first the lost efficiency of placing two services in one trench and the second due to inflation it will cost far more to construct the wastewater in 10 years' time than it will now. We understand pre-covid in the last 10 years wage inflation has so far averaged just 1.8 per cent a year, compared to 2.8 per cent a year in the last cycle. A 1 per cent gap over time can cumulate to large numbers. New Zealanders have long complained that wages don't keep up with everyday expenses (and specifically housing). QLDC choosing to defer this spending especially when there is an opportunity to install now more efficiently seems like the wrong choice for Kingston residents.
- The current estimate given by QLDC consultants to construct the connections is \$3-5m. We believe this is not a large sum when considered over the whole budget and actually offers QLDC a saving in the long run.

We request our assumptions be confirmed and the wastewater connections for the existing community be installed at the same time as the water

Stormwater

Kingston Housing Infrastructure Fund New Scheme	1,902,161	1,720,240	1,388,671			1,509,313					6,520,385
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The 10 year plan consultation documents do not make it clear what the \$6,520,385 allocated for the HIF scheme includes. We understand that the new KVL 750 lot sub-division will have 3 main stormwater outlets that will eventually discharge into Lake Wakatipu, through the existing Kingston Township. It is understood at least two of these connections will utilise existing creeks/culverts in Kingston. QLDC is well aware of the existing problems Kingston has with stormwater, which is getting only worse with the increased rain fall and intensity caused by climate change. These include:

- The culvert that crosses SH6 has been identified as too small and has been often over run and blocked
- The two new culverts installed in Kingston Creek within Lakefield Estate have been overtopped within the first year of use and required cleaning out twice
- Where Kingston Creek turns to go under the Kent Street culvert the creek bank has been severely eroded within the last 6 months and has now eroded within the adjoining property boundary and is less than 5 metres away from the property itself.
- The Kent Street culvert is a longstanding hazard that has overrun many times, the council is aware of the problem and has explored many resolutions including a bridge but have never upgraded this insufficient asset.
- Kingston creek on the Corner of Oxford and Cornwall Street is now on an almost yearly basis damaging and eroding the existing flood defences, which are repaired each year with excavators. The property adjoining the creek on the corner has started losing land to the erosion.
- Emergency works were carried out in February 2021 to excavate all of the existing creeks within Kingston as numerous properties were at risk of flooding, this included the creek that flows along the railway line to lower half of Kingston and outlets at the jetty.
- In February 2021 Kingston was cut off for two days in both directions on SH6 due to slips and culverts overtopping's both to the North and South of Kingston.

As you can see Kingston has severe existing issues with stormwater, KCA are worried these have not been addressed in this 10 year plan and we are not sure of the impact the new KVL 750 lot subdivision will have on the issue.

We are also worried about the discharge quality of stormwater into the lake due to the existing dwellings wastewater onsite systems, the surrounding farmland run off and the untreated run off from the new KVL 750 lot subdivision.

We request more clarification is provided on what is included in the \$6,520,385 allocated for the HIF scheme includes, the existing issues Kingston be addressed in the 10 year plan, funds are allocated for investigation and planning on the impact of stormwater run off on the lake Wakatipu from Kingston and the impact the increased rain and intensity caused by climate change will have on Kingston.

Transport including roading, parking and footpaths

No money has been allocated for Kingston under this category.

Kingston Village Limited plans to build 750 dwellings and approximately 200 more dwellings can be built in the existing Kingston township (950 additional dwellings to the current 240). From discussion with council representatives at KCA meetings, along with the infill of the existing community it is projected the combined dwelling number will be 600 within the next 10 years. The current number of dwellings is 240, this means a 250% increase in population within the next 10 years. Within the next 20 it is projected to be 1200 a 500% increase.

Safe movement around the existing township, connections between the new KVL subdivision and the existing township, and the connection to Queenstown all need to be considered. The reasons for this have been highlighted under our submission in our response to Big Issue 2.

Once again, the nearest size community to Kingston for comparison is Glenorchy, although it has ¼ of the projected dwelling growth.

Glenorchy has been allocated \$21,934,871. We believe this is a disproportionate distribution of funds focused on tourists not residents. We understand Queenstown-Glenorchy Highway is a QLDC asset which is different to the Queenstown-Kingston Highway which is a NZTA asset. We also recognise that Glenorchy has many more KMs of road and more structures than Kingston so an increased spending there is to be expected. However, part of the cost for the Queenstown-Glenorchy Highway should be borne by Queenstown. It is also clear from the table provided of the \$22m this includes \$8,658,631 spent on Glenorchy.

Kingston needs urgent investment in footpaths for safe travel around the town, parking at the top of Kent street to address the safety issues, parking at the boat ramp to facilitate the increased numbers and lastly investment from the council to finally take ownership of the "Safety Risk Area" commute between Kingston and Queenstown. We understand this may be difficult due to the liaison required with QLDC but it does not absolve QLDC from its responsibility to its residents. It should advocate for Kingston to NZTA and it should explore other alternatives to help relieve the issue such as public transport.

We request the 10 year plan be adjusted to take some funding away from the CBD Transport budget and this spent in Kingston to address the urgent issues it has with roads, parking and footpaths. We would like QLDC to consider an amount based on the size of or roading network when compared to Glenorchy and other similar small communities i.e. each kilometre gets \$XX/km multiplied by size of network. \$2M, that is, less than 10% of what Glenorchy is receiving, would go along way in addressing road safety and access issues in our community over the next 10 years. Currently, no funding is allowed for to even investigate and plan for these issues.

Summary

We believe in the next 10 years Kingston is going to suffer much of the same problems that have been experienced in Queenstown when growth has been greater than QLDCs response along with little foresight for resolving the issues. Kingston is forecasted to more than double in size in the next 10 years and more than quadruple in the next 20. QLDC have essentially allocated nothing in the way of planning or infrastructure to address the impact this will have on the existing community.

We ask that QLDC engage with the community and review its full draft 10 year plan in relation to Kingston.

Please use this space to comment on the draft Policy on Development Contributions:

We support the changes, however we believe it needs to be made clearer to the community what the developers have to do over and above their contributions that will enhance the community they are creating/affecting.

Using Kingston as an example the KCA and the Kingston community has not been consulted on nor has information showing when the KVL sub-division was consented what reserves it was required to provide internally, what impact its contributions would have on reserves external to the sub-division (within the existing Kingston township) and what links would be provided between the two parts of the township for example.

Please use this space to comment on the draft Policy on Significance and Engagement:

We believe the engagement with Kingston has been poor as the 10 year plan clearly does not address any of the issues Kingston faces apart from water supply, which is being done in a way that'll cause more cost to the residents in the long run.

We have not had sufficient time to review the changes in the draft Policy on Significance and Engagement so have no further comments.

ROBINSON Amanda

Lightfoot Initiative

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

QLDC Ten Year Plan 2021 -2031

Submission from the Lightfoot Initiative

1. Introduction

Thank you for the opportunity to provide feedback on the Ten-Year Plan 2021 – 2031. Our organisation believes that with some small changes, a major shift is possible in how Queenstowners view and participate in travel. When reviewing the proposed transport budget in the Ten Year Plan 2021 -2031, we can see that there is enough money to fund the shift.

2. Our proposals and questions for QLDC

We propose the following suggestions and questions that we would like an opportunity to discuss at the hearings in May.

- a) We believe that spending \$31 million on the proposed parking building on Boundary Street is inimical to QLDCs past and proposed Ten Year Plan to reduce emissions and achieve a “low carbon transport system”. We suggest this money is partially redirected to the infrastructure required to develop routes as proposed in the Wakatipu Active Transport Network (WATN) business case. This redirection of funds includes prioritising the development of a safe crossing point over State Highway 6 between the current road bridge and Hawthorne Drive along with the prioritisation of the A2 route along Jim’s Way.

Questions for Council: Why does the Parking Building feature in the proposed Ten-Year Plan when the Queenstown Town Centre Parking indicative business case recommended that a) a single a large parking complex should be avoided and b) if pursued, should be privately funded? Can you also advise why the proposed cost has doubled in the past three years?

- b) We believe that the Wanaka Primary Cycle Network should receive funds redirected from the Boundary Street parking building to advance the development of this network within the next 12 months.

Question for Council: Why has the development for this phase of the Active Transport network been delayed/reprioritised?

- c) We believe funding for the Park and Ride at Howards Drive (off SH6) should be redirected to develop infrastructure that will support mode shift and behaviour change for residents at Lake Hayes Estate, Threepwood, Shotover Country and Lower Shotover.

Questions for Council: Why is this option/location being pursued when it has been made clear by the community that this facility will not meet their needs? If the intention is to contribute in a positive way towards climate change and a reduction in greenhouse gas emissions, what plans are there to address the ‘first’ and ‘last’ mile issues that will require users to travel a short distance in their private vehicle to access the Park and Ride facility? Can an alternative, rented space be sourced that maximises use of the regular number one bus service from Remarkables Park?

- d) We suggest that a review of the current provision of footpaths in Queenstown is required. This should result in a staged but timely upgrade for those areas that do not provide safe walking passage for pedestrians. This includes within the new hillside subdivisions on Queenstown Hill.

Question for Council: When will developers be required, inherent to the planning of all new subdivisions and commercial areas, to provide footpaths for walking, along with cycle access to all parts of any new development?

- e) We would like clarity for the community about the ‘Low Cost/Low Risk’ funding projects category for Public Transport and Active Transport (totals \$23 million). We suggest this money could be partially redirected to specific projects such as the development of infrastructure to support travel by water; suburb specific infrastructure to address the “Last Mile” issues in Arrowtown, Lake Hayes Estate, Shotover Country, Frankton, Central Queenstown and Arthur’s Point. This money could also be directed to infrastructure to support the reduction of rental vehicles in central Queenstown.

Questions for Council: In our opinion, \$23 million is a significant amount that could be allocated to specific budgeted projects, what planned changes/developments sit within the Low cost/low risk category? Can these be explicated to ensure the community are confident that they align with QLDCs goals for a 40% mode shift?

- f) We support Option 2 for Big Issue 2, however it was disappointing to see that improvements for Public Transport infrastructure and Active Transport infrastructure were positioned in opposition to each other.

Question for Council: What infrastructure decisions that are based around prioritising private vehicle use, can be delayed to ensure that investment in public transport AND active travel can be carried out as an urgent priority?

- g) We believe that QLDC needs to review the internal staffing structure for infrastructure and consider which roles need to be added to ensure that the investment in active and public transport is successful. A very positive, pro Active and Public transport narrative is threaded through much council documentation, possibly in part to the successful but now disbanded Way-To-Go Group. As the planning enacted by this group now shifts from the theoretical into the next stage of realising the intent of the WATN Business Case – we are concerned that despite good intentions, consistent positive outcomes are not yet apparent.

Questions for Council: What role should external contractors or staff from separate, disparate agencies play in creating either infrastructure or mode shift strategies to achieve the stated goals for shifting to a low carbon transport system and support the ‘Climate Emergency’? What capacity needs to be added to QLDCs team to ensure that active transport is prioritised and the missing links in the process are connected?

- h) The proposed Ten-Year Plan identifies \$79 million of joint Crown and QLDC funding to complete the Town Centre Arterial. However, a review of the *Queenstown Town Centre Arterials Summary of Consultation and Engagement Activity, 2020* and numerous other, earlier documents on the QLDC website indicate three points repetitively. The first, that despite QLDCs efforts, few people actually engage with the consultations. Secondly, that of those that do engage, a desire for active and public transport is a priority in people’s thinking about infrastructure development. Finally, that often, decisions are made about major projects, such as the Queenstown Arterial, that appear to be based on statistics and represent the desire and interests of the community – but actually the numbers do not support this. Although we are supportive of the intended developments in Queenstown Town Centre, we are asking QLDC to reconsider whether a \$79 million by-pass road is essential **right now as a priority infrastructure investment**. We believe those funds could be better spent establishing a safe, integrated active transport network that will take us into the future. We understand that a designation of funding has occurred and is likely to move this project forward, however this should be reconsidered.

Question for Council: How does the arterial bypass support QLDCs goal of reducing private car travel by 40% prior to 2028?

3. A vision for the future of Queenstown

The continual prioritisation of funds to develop and improve roads and parking facilities for personal vehicles will only encourage our community to keep driving. The statistics are clear – yet people’s excuses appear valid. Reducing greenhouse gases via a reduction in road use in personal vehicles will help support QLDC’s “low carbon transport system”. We understand that our community’s perception of issues caused by climate (cold winters) and distances (25km between Jack’s Point and Arrowtown) are forefront as a key argument in why personal vehicles dominate our transport system. These arguments are no longer valid and should not be supported by much of QLDC’s infrastructure investment proposed in the Ten-Year Plan.

Wellington City. It has a similar geography to Queenstown, in that the communities are dispersed amongst geographically challenging terrain (hills) and positioned at some distance to each other. It has climactic challenges of wind and rain that provide people with excuses to not engage in active travel. However. Despite this, buses, trains, e-scooters, e-cargo bikes, e-bikes, pedestrians (with umbrellas and raincoats) are prevalent throughout the city and outer suburbs at all times of the day and night.

As we evolve from a small town into a city, we have an opportunity to create a safe, integrated bike, walk, bus network that links communities. The initial focus, with the staged development of key infrastructure and a mode shift plan that draws on aspects of ‘Better Ways to Go’ should be prioritised with funds redirected from the \$450 million investment in car-based infrastructure.

4. What is the Lightfoot Initiative?

Our organisation is focused on ensuring commuters have multiple ways to travel active in Queenstown. We are a small group with a growing following of interested community members who support our mission to help educate Queenstowners on all aspects of active travel. We are working alongside various groups and organisations to get all things active travel moving in Queenstown. This includes but is not limited to the Otago Regional Council, Sustainable Queenstown, the Queenstown Trails Trust, Active Transport Wanaka, EnviroSchools, the Queenstown Collective of Independent Bike Shop Owners, Queenstown Primary School and Wakatipu High School.

5. Submitted by:

Amanda Robinson Mark Baldwin Jennifer Smart Stephen Dalley
For The Lightfoot Initiative

This submission is supported by interested community members:

Juliet Eckford	Mat Tyrrell	Tony Galavazi	Natasha Wilson
Andrew Wilson	Rhea Selwyn	Kent Selwyn	Sharla Franklin
Johnny Franklin	Leony Dudfield	Kenneth Dudfield	Andrew Blackford

Cheryl Langford	Belinda Crichton	Jane Shearer	Emma Beckingsale
Maria Barrs	Kris Barrs	Sally Marriage	Rochelle Broughton
Andre Broughton	Lizzie Green	Felipe Suiz	Hannah Ballantyne
Todd Ballantyne	Scott Holloway	Linda Chase	Andrew Murray
Cam Read for Chargeabout NZ		Marnie Read	Allan Birkett

ROSS Sue

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. If you have a pre-prepared submission, you can upload it below.

2021 – 2031 Ten Year Plan 2021-2031 He Mahere Kahurutaka

Submission on the consultation document produced by QLDC

New Zealand adopted the 2030 Sustainable Development Goals in 2015 and as such the QLDC's plan ought to reflect the achievement of the seventeen (17) sustainable development goals (SDGs) and the 169 (?) subgoals by 2030.

A brief review of the SDGs is enlightening in regard to 2021-2031 ten year plan. The 17 SDGs are:

1. Eradicate poverty
2. Zero hunger
3. Good health and well-being
4. Quality education
5. Gender equality
6. Clean water and sanitation
7. Affordable and clean energy
8. Decent work and economic growth
9. Industry, innovation and infrastructure
10. Reduced inequalities
11. Sustainable cities and communities
12. Responsible consumption and production
13. Climate action
14. Life below water
15. Life on land
16. Peace, justice and strong institutions
17. Partnerships for the goals

As can be seen many of the SDGs overlap and achievement of some are largely co-dependant on others. For example, good health and education outcomes are of little use if people are too economically stressed to make use of the opportunities.

New Zealand is obligated to achieve the seventeen SDGs by 2030 and so each of the sustainability goals should figure prominently in the 2021 – 2031 Ten Year Plan (the 'Plan'). Arguably some of the SDGs figure in the Queenstown Lakes District Council's ten year plan but the SDGs are not comprehensively addressed and this is a major failing of the plan.

Queenstown Lakes District Council state in the Plan that Queenstown Lakes District has been classified as a tier 2 urban environment under central Government's national policy statement on urban development 2020 (NPS-UD) and that as a result councils are required to plan well for growth and ensure a well functioning urban environment for all people, communities and future generations. Arguably all of these requirements have been incumbent upon Queenstown Lakes District Council since New Zealand adopted the SDGs in 2015.

Likewise the SDGs obligate countries to work towards climate action to limit the global average temperature rise to 1.5degC. Queenstown Lakes District Council actions such as a

transition to an electric fleet while admirable are arguably already some six years later than should have been the case. It is noted that the ten year plan booklet makes no mention as to when the transition phase will conclude and all Queenstown Lakes District Council fleet will be electric.

The Plan also makes mention of its commitment to reducing reliance on personal passenger vehicles and *'encouraging a shift to active transport and public transport usage...'* It is of note that there are no public facilities for hot showers in the central business district provided by the Council to ensure that people undertaking active transport to their place of business can ensure they are clean and fresh (or dry!) to undertake their employment.

Queenstown Lakes District Council ('QLDC' or 'Council') sets out in cogent factors affecting the Plan and notes that the Plan was developed as a direct response to the Covid-19 pandemic and the immediate and anticipated effects on the district. The Plan states that Council's revenue has been reduced by \$17.9m and that this revenue reduction is related to tourism revenues which it considers are *'...down by at least 50%...'*

Furthermore, the Plan acknowledges that while there are still households with reduced incomes or concerned about their financial stability and that this has a flow on effect to their wider well-being *'...it will be necessary for Council to return to a more prudent approach with regard to debt repayments and the funding of depreciation...'* The Plan states that Council expects a gradual improvement in economic conditions with tourism with the return of trans-Tasman business during 2021 – 2022 and other international travel from 2022-2023. Much of the Plan relies upon the introduction of a visitor levy which requires an act of Parliament and is assumed to be introduced from year four (2024-2025).

The Council's projected average annual percentage increase in rates is given as 4.3% which allows for growth that Council considers will continue unabated. If the Council is incorrect with the introduction of the visitor levy the increase in rates is hinted to be of the order of a further 2.3%.

Big Issue 1: Delivering safe and reliable 3 water services for our communities

WATER SUPPLY

Queenstown Lakes District It is unclear from the Plan why areas which have been developed for more than ten years such as Ladies Mile, do not have compliant water supply services. Nor is it clear why the water supply system for Wanaka requires such major investment. The Plan suggests that at least part of the investment being considered for water supply systems is a result of some systems not being fully compliant with the national standards.

Without more detailed information regarding the draft water standards and introduction of same it is impossible to give any sensible comments as to the priorities proposed by Council in the Plan.

WASTEWATER

It is unclear from the Plan why areas such as Cardrona village have been allowed to develop to the present scale¹ without a suitable wastewater system or alternately, requiring infrastructure investment of \$11m. Nor is it clear from the Plan why an area such as Kingston² with a population of only 370 people and a peak influx of visitors of 470 people require an investment in wastewater infrastructure of \$20.5m.

Cardrona is by and large a relatively modern development whereas Kingston is a long established hamlet. The scale of the proposed spend per capita of \$ 13,400³ in Cardrona compared to Kingston (\$ 50,000⁴ per capita) appears to indicate a lack of investment in some areas of QLDC over the years.

That wastewater infrastructure that provides sufficient capacity and failsafe measures is required is not the issue, rather Council's approach to allow developers to develop housing in areas such as Cardrona without requiring them to provide sufficient utilities with the development, or in the apparent case of Kingston, underfund development/redevelopment of infrastructure over long periods of time.

Without considerably greater detail regarding the condition of the facilities it is impossible to offer any reasoned comment regarding prioritisation of the various projects.

Impact on Rates

Option 1 and Option 2 appear in the Council's ten year plan booklet to have the **same impact** and hence I would like to see compliance with water standards sooner (or at least by 2024) than later. I **support Option 1**.

Big Issue 2: Meeting the transport needs of our communities and ensuring capacity and choice

The Plan opines that although '*...some of the pressure on our roading network can be attributed to visitors...*' it is residential growth that '*...clearly signals the need for more capacity and alternative options from the traditional single passenger in a car...*' QLDC states that it has been investing and working with the Otago Regional Council in these areas and needs to continue to do so.

These issues form part of SDGs 3, 8, 9, 11 and 13 to name just a few which ought to have been on the Council's horizon since 2015.

The Government in June 2020 awarded funding to QLDC of \$85m for two 'shovel ready' projects, namely stage one of the Queenstown arterial project and the Queenstown CBD street upgrades. The Plan alleges that this funding will '*...give a big boost to the local economy by supporting more than 300 jobs in the district...*'

¹ Residents 650 Total Visitors (average day) 170 Total Visitors (peak day) 1,240 Queenstown Lakes District Council website 'Demand Projections Summary – July 2020' pdf

² *ibid*

³ Based upon the residents and average number of visitors

⁴ *ibid*

The Plan opines that Council's commitment to deliver the two projects for which the Government awarded funding provides certainty to the community and local business and confirmation that QLDC is firmly committed to providing a boost to our economy and creating jobs.

Council allege to be providing a big boost to the local economy by supporting more than 300 jobs in the district which is heart warming for those working in roading companies but of little comfort to those in the tourism industry in one form or another. My question to Council is how many of those jobs are newly created and are now filled by a person who lost their tourism related job due to Covid?

In November 2020 Council announced that a consortium of Beca, Downer, Fulton Hogan and WSP would deliver the objectives of the Wakatipu Transport Programme Alliance. I am unaware and the Plan is silent on the process of appointing the consortium.

I am aware, as a resident of Brisbane Street of the rate of progress, or more accurately the slow rate of progress of the consortium progressing the works in Park Street. In accordance with international progress I would expect to see information for the public at the site of the works indicating how long the works and therefore ensuing disruption to local residents, are anticipated to take. No such information is available.

Furthermore, consultation with local residents enduring the disruption of road works has generally been considered a fundamental part of ensuring infrastructure projects proceed as smoothly as possible. As a resident impacted by the current works in Park Street I have not been contacted by the consortium as I would expect of such a project were it located in Australia, for example.

Prioritising Investment: Public Transport and Active Travel

I have recently returned to Queenstown after an extended period working overseas. My comments regarding the patronage of the buses reflect my observations as I walk through and around the central business district. Buses are rarely busy.

My experience of working on mass transit systems overseas is that they work very well with economies of scale. New Zealand let alone Queenstown does not have the population (resident and visitors combined) to make a 'mass rapid transport system' economically viable.

What I would suggest to Council is that they do not waste ratepayer money on the planning phase of any mass rapid transport system, unless they have redefined the term to mean minibuses carrying up to about sixteen (16) driving up and down the various routes in and around Queenstown.

The practice of using minibuses to bring people from outlying areas to central points is used extensively throughout SE Asia as a cost effective and efficient means to transport people. In Queenstown (and to pay heed to the SDGs) these buses ought to be electric or at least hybrid vehicles in the short term. Rather than just designated bus stops these minibuses would be

available to stop anywhere by people 'flagging' them down and stop as requested by passengers.

Buses should be considered complementary to minibuses as they serve a different market. Typically, buses are slower and cheaper whereas minibuses offer a level of convenience not to be found in a fixed timetable, fixed stop, service and are able to charge more.

Regarding cycle routes I submit that the only safe cycle routes are those physically separate from roads. My view is based upon my own cycling background of more than 50 years and recently watching a young lad run across SH6 to a pedestrian 'safe house' in the middle of the road and in front of a line of traffic travelling at the speed limit of 80 kph.

Furthermore, if Council is serious about encouraging people to cycle to work, regardless of the weather, it needs to work with companies and provide hot showers and clean changing rooms for people cycling to and from work.

The Plan encourages residents to comment upon the options it has proposed as part of the Plan. The everyday meaning of the word 'option' is one thing that can be chosen from a set of possibilities, or the freedom to make a choice⁵. The two scenarios presented in the Plan appear to be, in reality, only one 'choice' and therefore not options.

The scenario titled 'Option 1' which the Plan identifies as the preferred option is contingent upon funding from Waka Kotahi NZTA, noting that in the event funding is not received the scope of the works would need to be significantly reduced, or QLDC would need to fund the balance with a commensurate trade off elsewhere in the Plan.

The scenario titled 'Option 2' assumes that funding from Waka Kotahi NZTA is not forthcoming.

These 'options' are not actually a choice between two different things but the Council in fact stating that it has already decided what is best for the community. This is not how to conduct consultation with residents.

Option 1: this option is contingent upon funding from Waka Kotahi NZTA and although the Plan euphemistically describes the scope being significantly reduced or QLDC funding the balance with a commensurate trade-off elsewhere in the Ten Year Plan in the event that funding is not forthcoming, it is unclear from the Plan what this might entail.

This option unfairly targets the new proposed targeted rate on the Queenstown CBD and therefore cannot be supported.

Option 2: this submittal supports option 2 and strongly recommends that the Council look far more closely at viable alternatives.

Big Issue 3: New Targeted Rate on Queenstown Town Centre Properties

⁵ Cambridge Dictionary online <https://dictionary.cambridge.org/dictionary/English/option>

The Plan states:

'As highlighted in Big Issue 2 Meeting (sic) the transport needs of our communities and ensuring capacity and choice, some funding has been forthcoming from the Crown Infrastructure Partners' shovel ready programme towards the arterial road and Queenstown CBD street upgrades. With the remainder of the funding that could not be sourced from Waka Kotahi NZTA, Council considered it was important to agree what would be fair and equitable and who would benefit most from this significant investment.

It is proposed that all properties within the area of benefit (a map of the Queenstown CBD including several residential streets bordered by Park Street, Frankton Road and Hobart Street (including Brisbane Street) and reaching the Coronet Peak end of Gorge Road and along Lakes Esplanade almost to the roundabout at the beginning of the Queenstown-Glenorchy road) will be subject to the new targeted Town Centre Transport Rate. The proportion of costs allocated to this area will be determined by the relative benefit assessed as accruing to the area of benefit versus the balance of the ward...'

The Plan does not indicate how the relative benefit was assessed. It has however assessed benefit for public transport improvements, water taxi/ferry infrastructure and the arterial (stage 1) and town centre arterial (stage 2) as all being equally divided between what is called the 'Town Centre' and 'Balance of Ward'.

The Plan indicates that pedestrianisation of the town centre is ninety-four percent (94%) to the benefit of those living and owning businesses within the CBD.

Over the next thirty years, if the Plan is adopted, the 'Town Centre Share' will be almost double the share paid by the balance of the ward. This is plainly unfair both to businesses within the CBD and also to those residents living within the expanded CBD.

The Plan appears to assume that pedestrianisation of the CBD will benefit businesses but this is not always the case. The European Union produced a fact sheet⁶ on this subject and used Istanbul as a case study. Half of local businesses said that pedestrianisation had benefited their delivery and collection activities but 37% disagreed. Most of the benefits expressed included road safety, reduction in air pollution and walkability. It is of note that Istanbul is a very large, very polluted and very crowded city. Queenstown is none of these things.

Furthermore, it is difficult to see how businesses at the far end of Gorge Road would actually benefit from pedestrianisation of the actual CBD any more than residents of the remainder of the ward.

One of the issues that the Plan is silent upon is the problem associated with pedestrianisation of commercial areas, that of parking. The Council have installed parking areas within the CBD however many locals already access residential areas within the 'new' CBD such as Park Street

⁶ 'Fact Sheet on Pedestrianizing City Centres and Streets' published by uemi solutions and was funded by the Seventh Framework Programme (FP7) of the European Commission, Berlin 2017.

and Brisbane Street. In fact, my quiet enjoyment of my property is severely diminished each day by a constant stream of people looking for a 'free' park. Unless the Council intends prohibiting workers from driving into Queenstown, this non-benefit will likely increase and further impact on my quiet enjoyment.

The Plan displays a degree of bias as it seeks to penalise those living and running businesses in the CBD but not others who gain an overwhelming advantage in terms of, for example, public transport improvements and the water taxi/ferry infrastructure.

Public transport improvements will fundamentally benefit those who live outside the CBD, particularly if it is Council's intention to install park and ride centres to ensure that those commuting from outside Queenstown cannot freely drive and park in the CBD. Living as I do within a few minutes walk of Queenstown bay means that it is unlikely I will benefit from the public transport improvements at all, however the Plan insists that I, like others living in the CBD benefit by an equal proportion to someone, for example, living in a development on the far side of the Shotover river and working in the CBD. A similar situation arises for the water taxi.

In short, I support Option 2 as Option 1 is inequitable.

Big Issue 4: Increasing User Fees and Charges

I support Option 1.

Conclusion

As a resident and ratepayer I am perplexed as to why the Council has not struck a far better balance between development and achievement of the SDGs by 2030. Simple and cost effective things such as implementing resource recovery (refer to Raglan recycling), collection of organic matter separately and the production of compost for resale to the community as well as for use in Council gardens and landscaped areas appear to have been overlooked.

Furthermore, the continued support of large (especially on our roads) buses with few passengers makes no sense and does not contribute to achievement of the SDGs. Be bold and go for electric minibuses that operate in a variety of areas not serviced by the current public transport system and offer people efficient and viable public transport options.

Spread the rating load over the entire population; this is the only fair and reasonable 'option'. We need to support the businesses in the CBD or we, as a community, will find that the CBD is only a place for tourists to come and take photographs and read about the old heart of the town.

ROWLEY Susan

Arrowtown Village Association

Arrowtown

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

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Arrowtown Village Association - Submission to Queenstown Lakes District Council Ten Year Plan April 2021

Introduction

The Arrowtown Village Association (AVA) is a volunteer-run incorporated society that represents the views of residents to local, regional and national government. We take up issues of public interest and work to improve existing facilities and develop new amenities to meet the needs of the growing and diverse community in Arrowtown.

The AVA is the nominated guardian of the *Shaping our Future Arrowtown Community Visioning Report (2017)*, undertaken with intensive community input.

The guiding aim of the SOF report is to promote and foster Arrowtown as a vibrant, diverse community that is proactive in managing its future in a way that values and sustainably protects its heritage, character, lifestyle and natural environment.

Community spirit is at the heart and soul of Arrowtown. Our community enjoys a safe, accessible town that encourages us to connect as we live, work and play. We feel a sense of belonging, share common values, support and care about each other and are proud to live here. Visitors are welcomed and embraced.

Draft Ten Year Plan

AVA favourably acknowledges indications in the draft plan of funding directed to Arrowtown, being Butler's Green, Historic Cottages, water supply, waste-water, Malaghan's Rd Rehabilitation and Electric Vehicle charging stations.

In particular AVA wishes to commend QLDC in the allocation of \$1,000,000 for remediation/restoration work on Butler's Green and cannot stress enough how important this is for our community.

AVA requests the following be considered within the finalized Ten Year Plan:

AVA Funding

- The AVA extends its gratitude to Queenstown Lakes District Council for the ongoing annual funding received by the AVA. The AVA again requests funding at an increased level to allow us to continue our successful communication project of keeping our community well informed with issues and events as they arise.

Environmental Management

- *Clean Air:*
 - **QLDC steps up in monitoring expired Building Consents for existing wood-burners, requires non-compliant burners to be removed and identifies wood-burners that don't have a Building Consent**
 - **QLDC establishes a fund to subsidise removal of non-compliant burners**
 - **QLDC allocates an annual grant to create a public awareness initiative of reducing winter air pollution in Arrowtown, and to help devise solutions**
 - **QLDC works closely with the AVA on this issue and makes a concerted effort to lobby ORC to increase its input and committed resource into creating solutions to the air quality problem in Arrowtown.**
 - In winter, Arrowtown has some of the most polluted air in New Zealand and Australasia. The network of NIWA air quality sensors in Arrowtown show that the national standards for pollution are regularly exceeded. It is the AVA's view that neither ORC nor QLDC are doing enough to adequately tackle this issue. Little is being done to incentivise compliant heating appliances— for example, the subsidy offered by ORC to replace non-

complying burners ended in 2020. There also seems to be little public awareness of the seriousness of the air quality issue Arrowtown residents face every winter. The AVA has recently resolved to take a more active and leading role in tackling the clean air issue, with a view to creating meaningful change in this area over the coming years.

Infrastructure

- *Roading and footpaths:*
 - **Upgrade and repair deteriorating and unsafe footpaths**
Adamson Drive; Four Square to the Camping Ground; Centennial Ave; fencing along roadside of Rose Douglas Park (due to safety concerns for children in the playground and crossing to Montessori preschool)
 - **Lobby NZTA to urgently address safety issues at problem intersections**
Malaghan's Rd/ Lake Hayes Rd/McDonnell Rd; Buckingham St/Berkshire St; Centennial Ave / McDonnell Rd; Hertford St/ Wiltshire St
 - **Lobby NZTA to provide 'shared road space' signage due to rise in number of cyclists**
 - **Lobby NZTA to install a pedestrian crossing across Adamson Drive along Centennial Ave to create a safer crossing zone for school children**
AVA is aware of several incidents where accidents have been narrowly avoided
- *Community Amenity Area:*
 - **Resurfacing of the Centennial Ave tennis courts to include netball multi-use**
The surfacing of the Centennial Ave tennis courts is falling into disrepair. This season the Arrowtown Rugby Club received record numbers of women signing up for netball, and we anticipate that numbers will increase.
- *Storm Water:*
 - **QLDC addresses continued issues around poor storm water systems**
 - A large percentage of Arrowtown properties lack a stormwater system. In keeping with Arrowtown's character there are generally no kerbs and channels to control run off from the resealed roads in many parts of the town. In spite of this everyone is paying full storm water rates.
- *Drinking Water:*
 - **The QLDC website provides details of the testing and treatment regime for each water supply**
 - Specific comment needs to be included showing where all recommendations from health and scientific bodies with an oversight role are followed. A link on the website showing all test results for all QLDC drinking water supplies would be appreciated if possible.

Regulatory and Enforcement

- *Increased Surveillance:*
 - **A stronger presence of law enforcement is engaged for Arrowtown**
A rise in petty crime around town has been noticed at night-time and needs to be addressed

Emergency Management

- *Community Response Plan*
 - **Assistance be given by QLDC and Civil Defence to promote Gets Ready for potential crisis awareness and both community and personal management in an adverse situation**
 - QLDC and Civil Defence need to co-ordinate identification of safe evacuation centres of a suitable size and ensure that they are fitted with emergency power and back up communications. Safe buildings with commercial kitchens need to be considered as part of the strategy. Safe access over the Shotover River in an emergency event must also be provided for to allow families to be reunited.

CBD Plan

- **The AVA supports the CBD plan put forward by the APBA, and strongly requests that Council proceeds with assistance to ensure implementation.**

The AVA respectfully requests that our views are considered in the QLDC Ten Year Plan as it is finalised. We would welcome the opportunity to speak to our submission. A speaking slot consecutive with the Arrowtown Promotion and Business Association would be appreciated.

Susan Rowley
Chairperson
Arrowtown Village Association
April 2021



KRUPA Kinga

Queenstown/Wakatipu

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Kinga Krupa,
BMus.(Hons), BSc.(Hons)

Queenstown 19th April 2021

Piano Teacher | Professional Pianist

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Re: Ten Year Plan submission

To whom it may concern,

I am writing regarding the QLDC Ten Year Plan review, focusing on the development of a proposed cultural district. It is something that I believe we strongly need here in Queenstown to help develop the cultural community in our locality and it is clearly lacking when you look at the facilities compared to similar sized communities and towns across New Zealand (Wanaka for example has community spaces available for teachers at a nominal fee). The population of our region has expanded rapidly over the past number of years, primary and secondary schools recently built are now being extended, with some more schools being built, retail and commercial units being completed, but I do not see any development in the cultural or artistic space which is concerning. If we as a community are serious about providing high quality cultural education, especially for young people, then I believe we desperately need spaces for teaching, performances, group meetings, etc.

My personal circumstance is gravely affected by the lack of a community facility here in Queenstown. I pride myself on providing the high-quality music education in this area at a reasonable cost to the local families and students. Without a community space available, which could be hired at an affordable cost, I am teaching from my rented 2-bedroom home in Shotover Country. On a typical week I will have around 80 + people coming to the house (including students, parents, siblings, carers, etc.). As most of the lessons take place after school, it creates the situation where my partner does not come home until after 8pm every evening when the lessons finish. Obviously, this is highly inconvenient and despite our best efforts we have been unable to find an affordable space to create a proper music education centre. We do of course have the option of taking out a lease on a commercial premises, paying commercial rates and passing the costs on to the customer - the students and parents, but this does not align with my values as I believe the education I provide should be valued as an important community education service and not a commercial business.

My hope is that community spaces or offices will become available soon to be hired on a long-term basis for small community services like mine so that we can become long-term and important valued members of the Queenstown area, and therefore I would like to strongly support a development of a cultural hub – a quality space that is fit for the purpose of individual and small group lessons, within the functional infrastructure, noticing that there are no community spaces available for rent on a regular basis at a reasonable rate in Frankton / Remarkables Park / Shotover Country / Lake Hayes Estate area.

Talk to Kinga: [REDACTED]
[REDACTED]
[REDACTED]

From my understanding this subject has been an ongoing issue for private teachers in the area for many years and with the rapid increase in population predicted in the years ahead, my great worry is that there will be less means to support the small local initiatives that encourages the community spirit and provides the rounded education for future generation in the region.

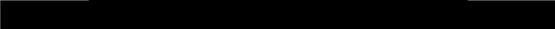
If the opportunity were to arise, I would be delighted to share my thoughts and reflections on this matter further to support what I have expressed here. I would also like to share the findings from my ongoing experience as an Artistic Liaison for the Wakatipu Music Festival (4-7th June 2021), which aims to encourage high-quality music education in the region.

Yours sincerely,



Kinga Krupa

Talk to Kinga: 



GILMOUR Cath

Queenstown/Wakatipu

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Cath Gilmour.docx

Long Term Plan submission, QLDC

April 2021, Cath Gilmour

Dear councillors and council staff,

thank you for your work on this 10-year plan and the opportunity to submit on it. I have focused on the Spatial Plan, so my comments on the LTP are restricted.

Arterial route

Spending millions of dollars and demolishing Queenstown Memorial Centre to build an arterial route around town to the low-to-no-growth suburbs/towns of Fernhill and Sunshine Bay and Glenorchy makes no sense. The possibility of government subsidising this project is not a good rationale for the project if, overall and including all externalities and ramifications, it does not make sense. Such government subsidies might also be at risk in the tighter public funding rounds that will no doubt follow the Covid crisis.

I understand that staff are now working on justifying the arterial route by using it for three water upgrade projects. Underground pipes do not require new roads or demolishing existing community resources.

Stage one, fair enough. It destroys nothing but diverts traffic away from downtown, giving freer flow to Gorge Road, Arthur's Point, Coronet Peak and Arrowtown. But stage two and three as currently planned would destroy some vital community infrastructure (Queenstown Memorial Centre, rugby clubrooms and squash courts) that the community/council are unlikely to be able to afford to replace within the LTP's horizon.

I understand that some \$52 million is in the budget for QMC replacement from 2027, budgeted at 65% of cost. But I query whether philanthropists and granting agencies would be able to cover the other 35%, considering the huge costs that will be coming in the bow wave of Covid. And whether they would choose to, considering such cost would have been necessitated by council's own destruction of the existing facility for an unnecessary road.

I also query the suggested budget. You might remember that the previous Performance Centre proposal for the same site, under the leadership of Mr Boulton before he became mayor, was in the vicinity of \$90 million around a decade ago. The budget would no doubt swell again before any such rebuild.

Further, if you have some intelligence that you are not sharing with ratepayers in terms of necessity for the second two stages of the arterial route, it still need not involve bowling these community facilities. The road could instead be cantilevered over Horne Creek, taking the road adequately to the left to not require the land underneath QMC. I confirmed this option with QLDC engineer Ulrich Glasner when the proposal first came out.

As you will know from your preparation of this LTP, it is community facilities that get sacrificed first when budgets are tight. To risk the loss of these vital CBD community resources when it is not necessary to do so would be poor governance.

As the draft Spatial Plan and various other Council documents/strategy/visions of late have pointed out, community gathering and performance space is a vital component of social and community well-being and community cohesion. I acknowledge Queenstown Memorial Centre is not the most salubrious of facilities, but it is adequate and it is right sized for our community. A future performance venue would be better built in Frankton, which will increasingly be the centre of Queenstown Lakes' residential population, in collaboration with private enterprise.

I request that you remove stages two and three of the arterial route from the LTP.

Parking building

It is difficult to understand why councillors are including \$32 million over two years to build a parking building in downtown Queenstown. Private enterprise has been asked to do so and found the project would not work. Your own commissioned experts did not recommend it. And even more so, it totally goes against your strong requirement for a modal shift to active and public transport of 40%, and 60% longer term.

You need to apply both stick and carrot if you really want people to get off their chuffs and out of the car, onto the bus or bike. As public health proponents worldwide could tell you, the undoubted health, environmental and climate change benefits of such a modal shift are inadequate to persuade most people that their car is not queen. You need to disincentivise private vehicle use; make driving more costly and more inefficient. Provision of good cycle tracks is essential but on its own is inadequate - as we should have realised by now, considering the active transport network that already exists in Queenstown.

So why would or should ratepayers subsidise cheaper and easier parking downtown for cars? Because if private enterprise is not willing to build a parking building downtown, this suggests that they do not see it as being profitable. So not only would we need to cover the capex, but ongoing opex. To achieve an end that neither council nor we as a community want. The old adage "build it and they will come" is the opposite of what you are trying to achieve here. So don't build it, and hopefully the cars will stay away...

Remember that Climate Emergency Declaration you signed some time ago? Because a downtown parking building will eventually become a stranded asset, as climate change mitigation policies eventually force people out of their cars (they will happen, even if this council doesn't actively pursue them, we can only avoid reality for so long). Then car sharing/public transport/active transport will make downtown parking buildings redundant. I have seen the argument made elsewhere that such buildings could then be converted into apartments (this was for the parking building mooted previously for land near the Hansen Road turnoff, opposite Frankton golf course). But why, you'd have to ask, build it in the first place? We need affordable housing – not affordable parking, or dark and dingy apartments built retrospectively in redundant parking buildings.

I ask that you cancel this project. It is 20th century thinking. More downtown bike parking is required, especially bike parks that provide security for the wider tyred bikes now more commonly used. Cover from rain would also make bike parks more useful. Even more so, a

stronger commuter trail network in Wanaka. These projects would be more useful in terms of achieving council's avowed goals of transport modal shift and climate change mitigation.

Park-and-ride

The proposed 200 lot car park on Ladies Mile also makes no sense. The bus network there is or should be adequate. If not, add more bus stops and make the service more regular. To instead encourage people to drive up from their homes in LHE and Shotover Country to park on the valuable highway side land above them is a poor policy response. How many affordable homes could instead be built on this land? How does this fit in with your draft Spatial Plan aspirations for the West-East Corridor? It still means people require a car, rather than providing the option of families either cutting back to one car or having none at all. Again, it goes against the LTP's other positive goals and provisions for encouraging active and public transport.

Please cancel this project.

Climate Action Plan

I support the submission from the Climate Reference Group - in particular, the need for resourcing the Climate Action Plan in this LTP so that its outcomes can be delivered. This would give much greater strength to the transport modal shift programme. This won't work without the disincentives and incentives referred to above - but we also need the expertise to measure the impacts of these and identify where other measures might work. I'm not aware of anyone on staff having the required skill base to achieve this. Rather than contract it in on a project basis, it would be far preferable to employ permanent staff with this expertise to build council's skill and resource base. Council can't just keep on saying fine words but ignoring the hard work of climate change mitigation and adaptation. This is a long-term and real policy need and the sooner we get on with it, the better. Applying such a lens over the projects referred to above would likely have already removed them from the LTP.

ZQN

Having not had the time to read through all of the hundreds and hundreds of pages of the LTP, I am unsure what references I have missed on the Queenstown airport noise boundary expansion project. For clarity and completeness, can I just say very clearly that any project in the LTP that facilitates or encourages this should be rejected. Community response has been consistent and strong in opposition to expansion of the air noise boundary at ZQN. There is no need for such expansion because QAC's passenger number aspirations can be way more than met within the current ANB through existing improvements in noise technology and plane capacity.

PROJECT MANAWA

Linked to my concern above about the unnecessary demolishing of Queenstown Memorial Centre and its unlikely replacement based on the budget contained in the LTP, I'm concerned with the loss of community space (QPACT, Queenstown Arts Centre,

Queenstown Pottery Club, Queenstown Playcentre) that Project Manawa represents. Again, you will have all seen during LTP budget preparation that community services and facilities are the first to get cut. This has been the case as long as I have been in Queenstown (since 1995). In various versions, strategies and other documents, Councillors have recognised the absolute need for performance, cultural and community gathering spaces to create community cohesion and well-being. Remember, it is providing the four well-beings that is your mandated role under the Local Government Act.

So, linked to this concern is a question that arises with the Spatial Plan as well. Is now the time to reconsider the logic of council's long time "dual centre" strategy? Does it really make sense to keep council offices in Queenstown CBD when increasingly, professionals and services are moving out to Frankton? Maybe it is time to acknowledge Queenstown as the hospitality and visitor centre and Frankton the community and civic centre. This would mean more space on the Ballarat Street site for community spaces, and a lot less traffic on Frankton Road, bringing benefits also for climate change mitigation and traffic congestion.

Again, thank you for your efforts on our behalf to come up with the best long-term council expenditure and debt programme to ensure a sustainable, positive community going forward.

Kind regards

Cath Gilmour

BUSST Nicky

Arrowtown Promotion & Business Association

Arrowtown

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission documents attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Arrowtown Promotion & Business Association

Annual Plan 2021-2022







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Introduction: Our Kotahitanga

The Arrowtown Promotion and Business Association (APBA) is a non-profit community organisation of commercial ratepayers and other business operators covering the Arrowtown ward. The Board has representatives from these groups and the Arrowtown ward QLDC representative.

The APBA activities cover the commercial area of Arrowtown and the Arrowtown School catchment area. The Association employs a Manager to support all the activity they undertake annually.

The APBA engages with Destination Queenstown (DQ) and Arrowtown Village Association (AVA), Village Residents, Event Planners and the Lakes District Museum to promote, preserve, advocate and protect the interests of Arrowtown.

The APBA refers and is guided by a number of documents and policies that support and guide their decision making, these include but are not limited too:

- QLDC District Plan
- 1994 and 2003 Arrowtown Community Planning workshop reports
- Arrowtown Design Guidelines 2016
- Shaping our Future Arrowtown 2017
- Mahu Whenua Gateway Feasibility Study

The Board currently consists of:

Jimmy Sygrove (Chairman), Bruce Gibbs (Treasurer), Nick Fifield* (Co-Chair), Nicola Busst (Manager), David Clarke, Scott Julian, Vicky Arnold, Sam Laycock, Benje Patterson, Todd Weeks, Michael Tierney, Ross Mcclean and Heath Copland (Council Representative).

*denotes additional members

MISSION STATEMENT - Ō TĀTOU MOEMOEĀ

“To promote and advocate and protect the heritage and natural character of Arrowtown while supporting economic growth, sustainability and Kaitiakitanga.”



CORE VALUES

- Authenticity
- Sustainability
- Protection of the natural environment
- Protection of and built (historic) environment
- Friendly and welcoming
- Village atmosphere
- A quality world class destination

ARROWTOWN BRAND PERSONALITY

“Arrowtown blends unique historical character in a natural environment, a town that is authentic, inclusive and welcoming to all.”

VISION STATEMENT

Arrowtown strives to be a living example of an inclusive community, sustainability and kaitiakitanga.

Guiding Principles

- Protecting what is intrinsic about the town - Natural environment, historic heritage, walking environment
- Inclusive and sustainable economic growth
- Independent and collaborative voice
- A friendly, welcoming town that encourages the coming together of locals and visitors
- Accessible natural environment of national significance
- Celebration and protection of the historical heritage
- A strong focus on sustainability and limiting the carbon footprint
- (Waste/recycling/cars/single-use plastic/public transport/maintenance of the resource [tracks/water quality])
- Support of local arts and culture community and events

Chairman's Report

There's no getting around the fact that Arrowtown, like the rest of the district and anywhere else heavily reliant on tourism, has been hard hit by COVID-19. If there's a silver lining it's that Arrowtown's businesses have been able to weather the storm a little better than some of our counterparts in other areas.

This is thanks, in large, due to Arrowtown's popularity with the domestic market. Arrowtown's authentic feel and strong community support have been our saving grace, coupled with our boutique commercial offering and jaw dropping scenery and array of biking and walking tracks on our doorstep. The challenge, however, is ensuring kiwis keep coming back, and the latest figures show that our numbers are starting to drop.

Our board worked tirelessly throughout the lockdown and beyond to encourage our domestic market to support the town. We started with locals in the immediate aftermath of the lockdowns, then pushed this out to our regional neighbours and then spread the net wider to a national level, all the while telling the Arrowtown story and reinforcing those the things that make us so special – community, heritage and environment.

We've taken a few big hits in terms of events (NZ Open, Motatapu both cancelled), but equally we have seen some exciting new ones kick off as well. A particularly successful event was the three-day Arrow Sounds festival, which was held from 26-28 March, and built on the one day event, just after lockdown last year.

Looking ahead, we're already gearing up for the opening of the trans-Tasman bubble and are putting resources into a strategy and social media campaign to dovetail off Destination Queenstown and Tourism New Zealand's work in this space.

On a strategic level the board has been working hard to modernise our strategy with an increased focus on pushing our sustainability credentials, the world class access to the backcountry on our doorstep and a continued push on our unique offering of heritage, hospitality and retail that the town already provides. We're also looking at ways to diversify Arrowtown's offering and make it an attractive place for professional services to set up shop.

This is why the continuation of our funding is paramount to continue the work in these areas as well as continue to grow our offering and work in sustainability and heritage. On a more technical note, we welcomed the incorporation of Millbrook and the Arrowtown Retirement Village into our membership catchment due to expanded Ward boundaries, which complement the town's offering perfectly which has contributed significantly to our funding allocation and allows us to continue doing the work that we do.

COVID notwithstanding, we have had a number of wins to tick up this year. These include:

1. The recognition as NZ's Most Beautiful Small Town in the 2020 Keep NZ Beautiful Awards. This has offered a great marketing opportunity and we've used it to leverage a lot of media coverage.
2. We've developed new Arrowtown-branded collateral, which includes a suite of promotional videos for each season, a new-look official guide, and a revamped image library.

3. The environmental work of the Arrowtown Village Association and the heritage work of the Arrowtown Charitable Trust lighting project have contributed significantly to the town's sustainable and heritage story.
4. We've attracted a number of highly skilled and motivated people to the board which is having a real impact in terms of our strategic direction and a renewed focus on deliverables.

Another significant development is that we have recruited a new Manager to replace Sue Patterson who is leaving us after 10 years in the hot seat. Sue has been an absolute rock for the APBA over the past ten years, on behalf of the board and all our members, I wish her all the best in the next chapter.

Nicky Busst joins APBA from Ziptrek Ecotours in Queenstown where she held the position of sales and marketing manager for the last 11 years, after joining the company at its start in 2010. In my view, Nicky is an obvious fit for the APBA and has strong passion and enthusiasm for Arrowtown, we're very excited to have her join our team.

As I write this there are promising signs that we may have an ANZAC bubble in place within the next four to six weeks, which is very exciting news, but as they say – the proof will be in the pudding. Rest assured we'll be doing all we can to leverage off any opportunity that might help out our members.

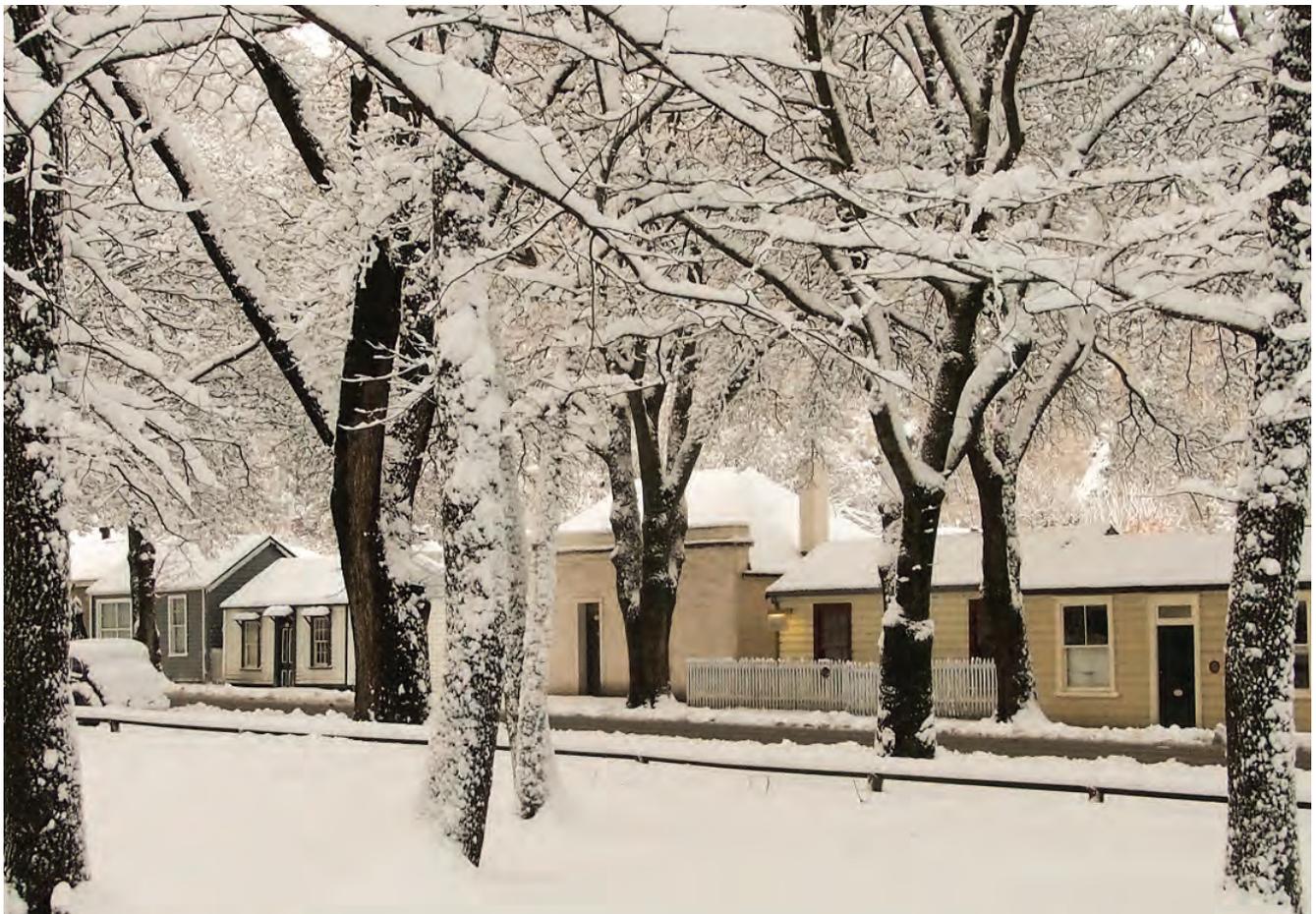
It's been a hell of a year, but we've managed to keep our heads above water. In my (very biased) opinion, there isn't anywhere else in the country I'd rather be right now.

Lastly, our enormous thanks goes out to Heath Copland, our QLDC representative who works tirelessly alongside us in supporting APBA with all council related matters.

Kind regards



Jimmy Sygrove
Chairman, APBA



Arrowtown's Touch Points and Historical Significance: Our Kaitiakitanga

Arrowtown has consideration touch points as part of the Arrowtown ward with substantial areas of significance and the funding we receive as part of the Arrowtown ward allows us to continue the work we do in these areas, these include:

Buckingham Street and Buckingham Green

Historic CBD incl Lakes District Museum and Post Office

Mary McKillop tree

Athenaeum Hall

Original red post box and telephone booths

View from soldiers hill and ANZAC memorial

Buckingham Street and Buckingham Green

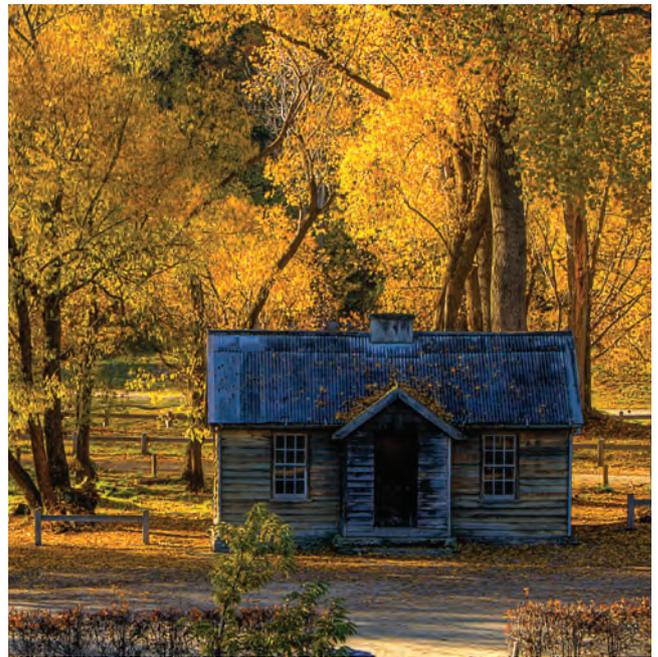
Historic CBD incl Lakes District Museum and Post Office

Mary McKillop tree

Athenaeum Hall

Original red post box and telephone booths

View from soldiers hill and ANZAC memorial



STAKEHOLDERS

Arrowtown have considerable key stakeholders which they report, advise and support through our funding initiatives, some are new this year as or stakeholders continue to grow in line with the districts growth, they include:

- APBA Members
- Arrowtown Community
- Arrowtown Village Association (AVA)
- Lakes District Museum
- Destination Queenstown
- Queenstown Lakes District Council
- Mana Tāhuna- Charitable Trust
- Arrowtown Autumn Festival
- Queenstown Chamber of Commerce
- Arrowtown Creative Arts Society
- Arrowtown Farmers Market
- Arrowtown Wilding Group
- Predator Free Arrowtown
- Jopp St Community Nursery
- Tourism Industry Aotearoa – Sustainability Commitment & Tiaki Promise
- APAG – Arrowtown Planning and Advisory Group
- Mahu Whenua and QEII Trust



Marketing Destination Performance and Focus

The promotional and publicity activity continues to play an important part in the role of APBA as our unique offerings provide rich knowledge and understanding for both New Zealanders and our international visitors, when they return. Maintaining the impact of the visitor growth aligned with relevant promotional offerings, which our funding provides, is paramount to continue this work.

We will manage the continuation of demand generation for Arrowtown by aligning our marketing campaigns in conjunction with Destination Queenstown four high-impact domestic campaigns in FY21-22, based on key consumer segments and aligned with seasonal demand needs.

This will involve generating demand from the domestic market, attracting visitors to Arrowtown and encouraging repeat visitation to sustain our businesses as much as possible within a domestic and Australian market.

APBA will also utilize the funding to undertake their own initiatives to drive the business sector, in particular educational groups, incentives and partner programmes with domestic conferencing. We will be looking to drive repeat visitation from the domestic market and re-targeting audiences who have engaged with us previously.

ARROWTOWN AUDIENCE



Pre-COVID

50/50 International / Domestic

Expectation (should Trans-Tasman bubble commence)



Winter

60% NZ / 40% Australia



Summer

70% NZ / 30% Australia



Queenstown day visitors



New Zealand families



Australian backpackers, young adults

Note: Reduction due to anticipation of borders remaining closed for 21-22 financial year with exception of the Trans Tasman bubble.

CONSUMER /SPECIAL INTEREST GROUPS

High value tourists to Arrowtown under the section of special interest groups that would include:

- Biking
- Walking
- Golf
- Wine Tours
- Shopping, Dining
- Outdoor Enthusiasts
- Holistic Health & Wellness,
- Weddings/ Honeymoons

BUSINESS SPECIAL INTEREST GROUPS

APBA are looking to introduce and develop further the high value visitors with initiatives in the following areas:

- Educational/School Groups
- Team Buildings, Incentives,



Objectives and Goals: Our Whāinga

OBJECTIVES

In light of COVID19 we have had to review some of the Associations objectives and goals, however they all continue to support and enhance both Arrowtown and the Queenstown Lakes District with ongoing work and new initiatives to the district:

- To promote, and develop Arrowtown’s visitor business in a manner which achieves responsible, seasonally diversified and sustainable growth for the town’s businesses and its community.
- To manage the impact of visitors on the town and the community as they return over the coming 12-24 months.
- To protect the township’s urban historic character and its natural surrounds.
- To strongly advocate towards good urban design solutions in Arrowtown’s commercial and residential zones.
- To represent its members as an advocate to the government, and to other organisations, whose influence and decisions may affect the well-being of Arrowtown.
- To support the improvement of the gateways into Arrowtown and between the town and natural attractions.
- To develop the ability of the society, and its members, to achieve the society’s objectives.



GOALS

- Manage COVID recovery period through to 2022.
- Sustainably support the differentials of the seasonal offerings.
- Increasing shoulder and winter visitors with strategic winter campaigns in line with Destination Queenstown and Tourism NZ.
- Commence sustainability initiatives under waste minimisation e.g the single use cup free initiative.
- Seek additional funding for key projects and destination management.
- Ensuring continuity of the Arrowtown Ward and specific funding allocation.
- Diversify economy, open to variations on traditional promotional focus to support the resilience of the local economy.
- Work towards becoming carbon neutral by 2030 in line with our regenerative tourism destination plan and in line with Destination Queenstown.
- Increase the business network and ensure Arrowtown is viewed as a place to work and set up business.
- Commence special interest group package offering e.g Education and wellness.



Key Focus Areas 2021-22:

Arrowtown Promotion and Business Association overarching mission statement plays a vital part in our key focus areas for 2021-22 and beyond.

Our protection, promotion and advocacy of the heritage and natural character of Arrowtown, whilst supporting economic growth, sustainability and our kaitiakitanga is undertaken and provided for by the continuation of the Arrowtown ward and our funding. You will have read above in our Chairman’s report and hopefully seen, in some instances, the immense work we have undertaken in the last 12 months despite the challenges of COVID and we look forward to continuing the work we do with the following key areas as part of enriching the district on all levels – economically, environmentally, socially and culturally, however we have additional key focus areas unique to our area (Arrowtown ward):

1. CENTRAL BUSINESS DISTRICT PLAN

We are requesting QLDC to adopt the attached CBD plan to continue to support, protect and advocate the heritage and natural character of Arrowtown, focusing on sustainability and kaitiakitanga.” All work should be undertaken in conjunction with the Arrowtown Design Guidelines 2016 – (Please refer to Appendix 1 “CBD Plan”). Our expectation is we would like to see the below take place within the next 3 years in order with our sustainability and environmental goals.

Our additions this year include:

- Suitably designed EV charging stations and waste management stations, in line with our sustainability focus.
- Urgent consideration of the dangerous intersections at Berkshire Street/ Buckingham Street and Wiltshire/Hertford St. (As identified in the CBD plan)
- We also draw attention again to our request for a “Shared space’ road/pedestrian improvement both Arrow Lane, Ramshaw Lane and Buckingham street.
- Consideration of the expansion of the Hansen Place car park (as has been discussed for a number of years)
- Removal of parking on the Library Green side of Buckingham Street (mirroring what has been achieved outside Fork & Tap/Miners cottages on Buckingham St)

2. SUSTAINABILITY/ ENVIRONMENTAL GOALS

APBA are investing heavily in the area of sustainability over the coming 3-5 years with our long term goal – To be the first carbon zero town in New Zealand – being worked towards for 2030 as part of our regenerative plan in conjunction with Destination Queenstown destination management plan.

We aim to measure our carbon output as a CBD then set out our targets for reduction which will require the backing of all Arrowtown businesses, the main initial focus will be around water, waste and power.

In the interim, our initial step, as part of FY 21-22, is to work with Sustainable Queenstown on a “Single Use Cup (SUC) Free” pilot scheme in Arrowtown as part of the Waste Minimisation fund allocation and then extend this to single use free plastic, in relation to water bottles and shopping bags, for instance. This is one of the first steps to getting businesses thinking about how they can help reduce the impact they have on the community.

We are also looking to extend and replace lighting with LED’s throughout Arrowtown, as part of the Arrowtown Charitable Trust which the correct funding has provided us to enhance this area

3. PUBLIC TRANSPORT AND CONNECTIVITY

We require continued support from both QLDC/ ORC and GoBus with ensuring visitor and worker connectivity to Arrowtown, in particularly we bring attention to our request for direct transport links with major centre Lakes Hayes Estate/Shotover Country/ Queenstown Country Club to Arrowtown without the need to go to Frankton to change buses.

- We also seek an increase in the frequency on these direct links that currently service Queenstown to Arrowtown via Arthurs Point.
- We seek a single bus circuit through Arrowtown, rather than the current schedule which provides a double up and loops back through the same pick up point twice, which is time-consuming and unnecessary.

4. WASTE MANAGEMENT

We require continued support for waste management initiatives in Arrowtown with a dedicated collection area on both Arrow and Ramshaw Lane, in keeping with Arrowtown characteristics. Our long term goal is to work with our business partners, in particular hospitality, to support them in waste reduction advice and schemes and working closer with organizations such as Kiwi Harvest.

As with above, we aim to measure the total waste output of the CBD and come up with targets for reduction. We also aim to help educate businesses with ways they can purchase smarter and recycle better.





5. RIVER AREA/BUSH CREEK

In line with APBA's mission with protecting the natural character of Arrowtown & its environment we require support in areas of QLDC responsibility with on-going maintenance on an annual basis and the new initiatives within a 2 year timeframe in the Bush Creek area adjacent to town. Some of these elements are included under the CBD plan (Appendix 1).

These include :

- Landscape maintenance, weed and invasive species control – Schedule of removal for weeds and seeded willows.
- Native & Riparian Plantings – Maintain the integrity of Buch Creek banks, and visual aspect by replacing weeds with appropriate planting.
- Access from Ramshaw Lane to the Arrow River – Sightlines from Buckingham Street to Ramshaw Lane and access to the Arrow River reserve area.
- Macetown Road – Clear delineation and maintenance of Macetown Road from Butlers Green Car Park to back country road entrance. Appropriate signage indicating 4x4 access only.

“Our future visitor economy will have the wellbeing of communities at its heart”

**Tourism Futures report “We are Aotearoa”*

6. EVENTS

APBA will utilize the funding for the continuation of popular events, such as the Arrow Sounds, Long Lunch, The Wild and Motatapu as well as new opportunities around events that will drive visitation to our region, in particular should and potential for winter focus, in keeping with our goals and objectives for 21-22.

7. REGENERATIVE TOURISM

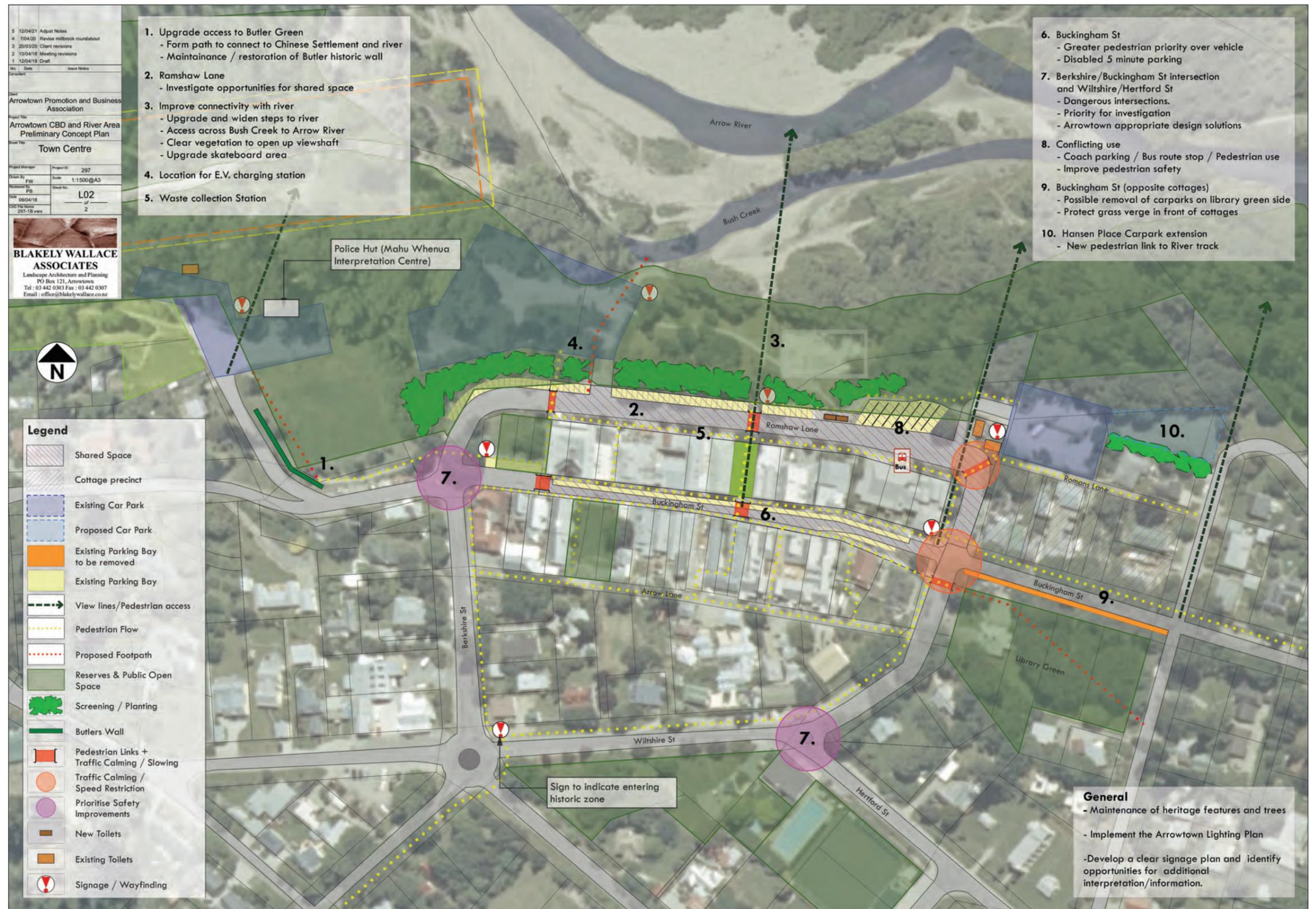
Arrowtown is perfectly placed to lead the way on regenerative tourism and our influence and reputation was shown with our request to join the “Back to Life” programme in conjunction with Destination Queenstown and other RTOs in New Zealand. We seek to continue to participate in the development of a destination management plan for the Arrowtown region, in line with DQ annual plan goals, that is moving our region toward regenerative tourism by 2030, to enrich the district on all levels – economically, environmentally, socially and culturally.

8. RETENTION OF THE ARROWTOWN WARD

The APBA supports the retention of the Arrowtown ward and our independent council representation with the necessary funding to continue to support and advocate for the region, our community and the businesses

Appendix

1. CBD PLAN DRAWING





ARROWTOWN

Where History Meets Nature

[#lovearrowtown](#)

www.arrowtown.com

VAN GELDER Leslie

Southern Lakes Sanctuary

Glenorchy

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Biodiversity protection is critical to a climate change response and while we see much that addresses human activity in the district in the form of fuels and vehicles, the big picture in this space is still not being addressed which is equally critical. We would be happy to partner with Council to aid in raising awareness and understanding around the whole ecosystem view and why the work we propose in our proposal fits so clearly into this larger picture.

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. If you have a pre-prepared submission, you can upload it below.

Please note that we can only accept .docx files.

Additional documents or PDF files can be emailed to letstalk@qldc.govt.nz

WWT -- SLS -- 10 YP Submission 18 April 2021.docx

Submission to 2021-31 Ten Year Plan/He Mahere Kahurutaka
on behalf of the
Southern Lakes Sanctuary

Contact: Leslie Van Gelder (Acting Chair)



I wish to speak at the hearings

We write in support of the central tenets of the QLDC 10 Year Plan and Vision Beyond 2050 documents in their relationship to the 2021-2031 Ten Year Plan and write:

1. To signal the creation of the Southern Lakes Sanctuary
2. To request in-kind support from QLDC during the span of the first three years of the Ten Year Plan
3. To exhort QLDC to find match funding in years 4-10 of the Ten Year Plan for the Southern Lakes Sanctuary (through in-kind and capital investment) so that the SLS can partner with Predator Free 2050 to develop predator eradication sites in the region which support the district goals of Deafening Dawn Chorus, Climate Change Resilience, Economic Diversification, Vibrant Communities, Enduring Landscapes and give clear evidence of Bold Leadership.

Background:

Predator Free activities in the form of trapping having been taking place in pockets of the district during the last 20 years with a significant upswing of activity in the last 8 years with the development of larger scale projects (Routeburn Dart Wildlife Trust, Matukituki Animal Pest Control Project, NZ Forest & Bird Protection Society Inc - Central Otago Lakes Branch Makarora work) community focused umbrella groups (Whakatipu Wildlife Trust, Wanaka Backyard Trapping) and private high country stations and property owners investing significantly in biodiversity gain (Soho Properties). In 2019 a consortium of these 6 partners, led by the Whakatipu Wildlife Trust and funded by DOC, QLDC, ORC, and private investors, funded a study to look at the possibility of Landscape Scale approaches to predator suppression and eradication in the whole of the Queenstown Lakes District.

Following on that report which was completed in March 2020 and stimulated by Central Government's Conservation Funding in 2020, the Southern Lakes Sanctuary concept was solidified in April 2021 with the idea of turning the entire Queenstown Lakes District into a predator-free sanctuary thus achieving one of our Vision Beyond 2050 goals of *Waraki: Deafening Dawn Chorus*. A successful application was made to Predator Free 2050 where we were offered 8 million dollars for the project, however, we were not able to accept that funding because we could not find non-crown funding to match within the short time frame they required us to meet. Had QLDC or ORC been able to be our match partner, we could

have created jobs and fulfilled our climate change biodiversity responsibilities while fast-tracking towards both our region's and nation's ambitious 2050 goal.

Southern Lakes Sanctuary and Kaimahi for Nature:

Currently the Southern Lakes Sanctuary is moving through the DOC Kaimahi for Nature process with a request for \$3 million over 3 years which will allow us to create 39 FTE's to protect 155,960 ha of the Queenstown Lakes District from the invasive species of rats, possums, and mustelids in a project targeted at improving well-being in our highly challenged economic landscape while striving to preserve the 23 threatened and at-risk species who are core to our biosphere. As the most recent mohua survey recorded deeply depressed numbers in the Dart Valley, we are aware of the dire need for this project and for doing this work right now. The span of this 10 year plan could see them into extinction on our watch.

The consortium of 6 groups who make up the Southern Lakes Sanctuary Trust represent the mahi of 84 community groups, landowners, and businesses who have been working for many years to restore the declining biodiversity in our region. The consortium members who have given of their time to engage in the Jobs for Nature process have collectively given over 1770 hours of volunteer/unpaid time and expertise in funding applications in the last year. The volunteer work of these groups is valued at over \$1.8 million per annum. This district would not be able to move towards our Deafening Dawn Chorus without them as there is no QLDC spend in this area.

We expect to receive a positive response at the Wellington level (our proposal has already been recommended by our regional alliance) and to be able to engage in this work by mid-winter. But this is only the beginning of our larger project \$30 million dollar ten year project. During the three years of the Jobs for Nature funding we will be building the larger project, bringing in the partners we should have had to be able to secure the Predator Free 2050 funding, and building strong and enduring relationships both locally and nationally.

Request:

At this point we are not asking for funding, but are instead asking for QLDC to formally signal its willingness to work with us to help us to reach our true project vision which encompasses the entirety of the district, focuses on diverse and original strategies for species eradication, looks to introduce takahe, whio, and protect those species who teeter on the edge of extinction and to build resilience within the community through community-wide engagement in conservation activity.

We ask for creativity, collaboration, leadership, a true partner and clear staffing support so that when we move into year 4 of this 10 YP QLDC will be in a position to come in not only as a supportive environment for the success of the project but also a funding partner. We ask QLDC to aid us in leveraging potential funding from Central Government and to use its resources and the good minds who work in the economic diversification sphere to aid us helping grow this sector for the region as both an enduring economy and a way of achieving the vision we all hold for this place we call home. We seek strategic assistance from the Parks Department and also ask that all look for opportunities to create efficiencies and in-kind ways of aiding the growing project.

When asked whose responsibility is conservation in the district, we believe the answer should be all of us. We ask QLDC to lead by example here and commit to supporting the Southern Lakes Sanctuary in both the short and long term.

We thank you for the support you have given us this year and we look forward to building and growing this as we go forward.

Nga mihi,
Leslie Van Gelder on behalf the Southern Lakes Sanctuary Consortium

News

Thursday, May 28, 2020 MountainScene | 3



Refuge: Stunning landscapes such as this at the head of Lake Wakatipu and the Dart Valley are home to threatened and at-risk species

Refuge for threatened species

GUY WILLIAMS

A CONSORTIUM of predator control and conservation groups is working on an ambitious project to eradicate and intensively control predators across a massive swathe of country between Queenstown and Hawera.

An independent study it commissioned concludes a 'Southern Lakes Sanctuary' could eradicate possums, rats and mustelids like stoats across a 660,000-hectare area.

It'd also provide a haven for at least 20 threatened or at-risk bird and lizard species.

Environmental consultancy Wildlands Consultants says if fully implemented, the landscape-scale project would have "no equal in any other region in New Zealand".

The consortium, led by the

Southern Lakes Sanctuary

- Haven for 20 threatened or at-risk species.
- Covers 660,000 hectares
- Dozens of new local jobs
- Targets possums, mustelids and rats

Wakatipu Wildlife Trust, includes the Routeburn Dart Wildlife Trust, Central Otago Lakes Forest and Bird, Wanaka Backyard Trapping and about 45 community trapping groups in the Wakatipu.

Wakatipu Wildlife Trust executive officer Leslie Van Gelder says the group's now exploring funding options for creating the sanctuary, which would extend from Makarora south to Kingston, and from the Rees-Dart catchment eastwards to Lake Hawea, and encompass

Lakes Wakatipu and Wanaka. The project, instigated about three years ago by former Queenstown Department of Conservation ranger Chris Harkin, will join up professional and volunteer predator control projects throughout the district, including about 50 community trapping projects.

It'll use natural barriers like lakes, rivers and mountains to create a network of pest eradication and control 'hubs', surrounding buffer areas, and connecting wildlife corridors.

Most projects to have received major funding to date are in "geographically defensible" positions, like peninsulas and islands, which enables predators to be eradicated without fencing, Van Gelder says.

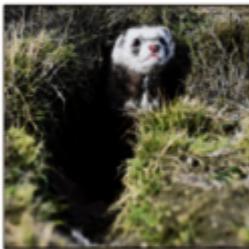
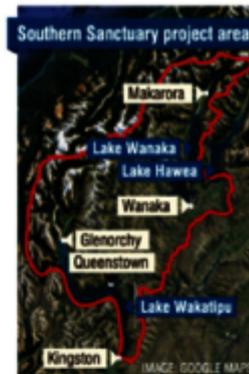
"Our landscape has very few obvious opportunities like that, so we just have to be bigger and bolder."

A huge advantage is the degree of coordination that already exists between the group's partners.

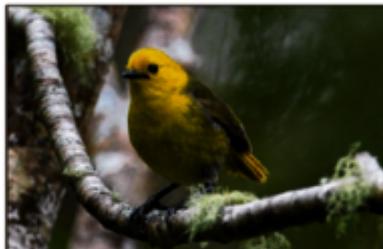
"We have a strength in the community that's bigger than in other parts of the country where there're lots of disparate groups, but they're not necessarily joined up the way we are."

Creation of the sanctuary will also create dozens of "good, enduring jobs" in townships like Glenorchy and Makarora.

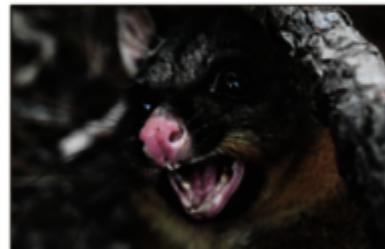
guy.williams@mountainscene.co.nz



Killer: Mustelids like this ferret are on the Southern Lakes Sanctuary consortium's hit list



Vulnerable: A mohua, or yellowhead



Pest: Possum

VAN GELDER Leslie

Glenorchy Heritage and Museum Group

Glenorchy

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. If you have a pre-prepared submission, you can upload it below.

Submission to 2021-31 Ten Year Plan/He Mahere Kahurutaka
on behalf of the
Glenorchy Heritage and Museum Group

Contact: Leslie Van Gelder (Chair)

Mary Turnbull (Treasurer)

We wish to speak at the hearings

We write in support of the central tenets of the QLDC 10 Year Plan and Vision Beyond 2050 documents in their relationship to the 2021-2031 Ten Year Plan and have to main topics to our submission:

- 1. To request extra-ordinary rates relief for Lot 6 DP 12433 BLK XII, Glenorchy Township (Valuation #2911101400)**
- 2. To signal that we will be pursuing Dark Skies Sanctuary status from the International Dark Skies Association for the Head of the Lake area and to insure alignment with the District Lighting Plan and Spatial plan.**

The Glenorchy Heritage and Museum Group has existed since 1997. Our mission is to preserve, celebrate and share the heritage of the Head of the Lake (Glenorchy and Environs). Our mission aligns with the Vision Beyond 2050 goals most especially in the areas of **Thriving people| Whakapuāwai Hapori; Embracing the Māori world| Whakatinana i te ao Māori; Pride in sharing our places| Kia noho tahi tātou kātoa;** and **Breathtaking creativity| Whakaohoho Auahataka** which strongly references our need to preserve our community heritage.

- 1. We request extra-ordinary rates relief for Lot 6 DP 12433 BLK XII, Glenorchy Township (Valuation #2911101400)**

In 2013 the GHMG was gifted by philanthropists Beverly and Tom Welo, a piece of land in the center of town (**Lot 6 DP 12433 BLK XII, Glenorchy Township (Valuation #2911101400)**) as a site on which to build a future museum. Since 2013 the GHMG has been in the process of designing the museum, fundraising for it, and developing our strategic direction to suit the needs of our community and the tourists of the future. **Annually, however, we are having to spend much of our time and energy fundraising to pay our rates bull on this section.** We are asking in this instance for an exception which we know is extraordinary, but we hope you will see the good reasons for this.

We are an incorporated society and volunteer group of 9 on the working committee and as such, we move at the pace of volunteers who all have full time jobs and commitments and yet have

successfully built the Kinloch outpost, raised funds and designed a new exhibition for 2021, and have digitized our entire collection so as to make it available to researchers and enthusiasts worldwide. Annually we host historically themed fundraising events to keep the community connected to its heritage and work collaboratively with the Lakes District Museum and Queenstown Historical Society.

However, each year, we have had to find the funding to pay a rates bill which in 2020 was \$1677.33. If we had a building on the site, we have been told that we would not have to pay



these rates. While we have naturally considered “Glenorchy-style” solutions to this dilemma which are colourful and hearken back to our ‘creative solutions’ heritage, but are not necessarily in the best interest of all, in the end we thought the best solution would be to ask QLDC for rates relief until a time when we are able to put a permanent structure onto the site. We hope to be able to achieve this during the time of this next 10 year plan.

Please trust us that we are in no way “land banking” and instead, as history takes time, so are we in developing and designing what will be an outstanding heritage center that will sit in the heart of our community and reflect its deep and important history.

Annually we now spend the majority of our fundraising activity in raising the funds to pay our rates bill. This seems counter-productive and we hope that it is within QLDC’s remit to waive these rates and allow us to instead focus on developing the museum itself for the future.

Many thanks for your support. We have included a few photos of the Kinloch Outpost so you can see some of our recent work. All of it was built from materials that were originally milled at Kinloch in the 1860s and were salvaged from Turner’s Creek with the permission of the Department of Conservation.

2. We signal that we will be pursuing Dark Skies Sanctuary status from the International Dark Skies Association for the Head of the Lake area and write to insure alignment with the District Lighting Plan and Spatial Plan.

The Glenorchy Heritage and Museum Group writes to signal that in the upcoming time of the Ten Year Plan we will be applying to the International Dark Skies Association for Dark Skies Sanctuary status for the Head of the Lake area and Glenorchy Road to Wilson's Bay. While the full extent of the Sanctuary has not yet been determined, we have begun the process of collecting the necessary dark sky data and will continue to do so throughout 2021-2. As the International Dark Skies Association describes:

An IDA Dark Sky Sanctuary is public or private land that has an exceptional or distinguished quality of starry nights and a nocturnal environment that is protected for its scientific, natural, or educational value, its cultural heritage and/or public enjoyment.

A sanctuary differs from a Dark Sky Park or Reserve in that it is typically situated in a very remote location with few (if any) nearby threats to the quality of its dark night skies and it does not otherwise meet the requirements for designation as a park or reserve. The typical geographic isolation of Dark Sky Sanctuaries significantly limits opportunities for public outreach, so a sanctuary designation is specifically designed to increase awareness of these fragile sites and promote their long-term conservation.

Currently two sites exist in New Zealand: Great Barrier Island and Rakiora/Stewart Island. We believe the Head of the Lake is an ideal location for a third sanctuary within New Zealand. DSS status creates outstanding opportunities for 'slow tourism' and for new industries focused on photography, dark sky tours, and relationship with heritage connections involving both Kai Tahu and settler cosmologies.

The application process is long and rigorous and in this we ask for the support of QLDC in principle as we pursue this on behalf of preserving the heritage of our night skies for generations to come. We are aware that the Spatial Plan does not include proposed growth for the Glenorchy area beyond the original district plan, a vision that we fully support. Further, we ask that the District Lighting Plan take into consideration our plans and insure that we are invited into any and all consultation about lighting in Glenorchy Township and at the Head of the Lake as this may impact our application.

We thank you for your ongoing support of our work.

Nā māua noa, nā,

Leslie Van Gelder (Chair) and Mary Turnbull (Treasurer) on behalf of the entire committee



WATTS Emma

Shotover Primary School

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

ZERO CARBON COMMUNITIES

Kia ora QLDC. Here is a submission from my students at Shotover Primary School:

At school, we have been learning about what happens when waste is sent to a landfill and what happens if it does not go to the landfill. We have also been investigating how we could reduce waste. We looked into what we could recycle locally in Queenstown. We were surprised at what we could not recycle - especially bottle tops and jar lids because they are too small.

We did some research and found Wellington is in partnership with two local companies in Wellington to recycle bottle lids. We wondered if we could send them there but there's a problem with us sending it to Wellington, the challenge is that if we ship it by plane, car or boat it will put more carbon emission into the atmosphere. At school, we want to create some better systems to encourage us to be better at recycling and have started to plan these systems, we'd love help from QLDC.

Recycling is good but we've been learning about refusing too and we believe that this should come first. We think that QLDC should encourage and help us at home and the supermarket to use different packaging materials. QLDC should ban the plastic wrapping we get from supermarkets and use different materials. For example, we could take our own containers to get chicken and meat so it is not wrapped in plastic. If you do not have a reusable container you could buy one for like \$5. We feel bad because we're killing the flora and fauna in our environment because of leachates that are created when trash and water are mixed together in landfills and if leachate gets into our waterways it poisons it and kills our wildlife.

In addition, we think QLDC should ban plastic cups so that we start using our own reusable coffee cups. For example, when you get a free coffee cup from a cafe or the supermarket, you should get a reusable cup. Another idea we have is we could use reusable produce and shopping bags that we can wash and take back to a shop and put back on a shelf.

We as the kids feel that these ideas link to the QLDC's vision of zero waste and that zero waste is just something in QLDC that we do. Only a tiny percentage is recycled so we need to get much better at refusing, reusing and recycling, that would be great. We feel very sad because lots of animals are killed every day because of plastic that is sent to landfill or is dumped, and then it makes its way to the ocean through our waterways.

Furthermore, we also would love our school to be an Enviro School because then we

would learn about the environment and more about what to do about waste. We could learn and then encourage our parents to be waste-free. Also when us kids are older we will be waste-free which will help make a clean environment in the future too. We think it is sad that not many people in the world don't care about what bin they put their rubbish in. It takes two seconds to look at which bin is the correct bin to put their rubbish in. People may not think it will make a big difference but it does. QLDC should do a big education program with the support of Enviro Schools about refusing, reusing and recycling.

Why should we refuse, reuse and recycle in Queenstown? A waste-free and carbon-free community are in the QLDC 10-year-plan & your 2050 vision. Currently only a tiny percentage is currently recycled. Waste kills animals and birds. It has a huge carbon footprint. Plastic will still be here in hundreds of years. Plastic toxins will mix with water in the land to create leachate. Leachate (from landfills) can get into our waterways. Plastic is made from fossil fuels which destroys our natural environment. Did you know that since 1950 there have been 18.2 trillion pounds of plastic produced worldwide which is the equivalent of 80 million blue whales?

Finally, we have just started learning about the circular economy. We want QLDC to start making steps to be regenerative instead of degenerate because it would be better for the environment. We want to move away from a linear method where we use up all our resources and work towards a circular way so that the world is regenerative and not degenerative. If we keep taking, our planet will die. Regenerative means recycling and reusing so that we don't run out of materials and our planet will survive. For example, we think locally we should find a way to be regenerative and make something new out of plastics, there are even machines that can make a new thing out of plastic, to make new things out of plastic, like clothes or water bottles or fence posts.

Thank you for taking the time to read our submission.

Felix, Isaac, Hunter and Beau

[Please tell us more about your response:](#)

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Q. Please use this space to comment on the draft Policy on Development Contributions:

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Please note that we can only accept .docx files.
Additional documents or PDF files can be emailed to letstalk@qldc.govt.nz

Submission QLDC 10 year plan 2021.docx

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WILLIAMS Mark

Queenstown Trails Trust

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached - community grant request

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:



QUEENSTOWN TRAILS TRUST

Thank you for the opportunity to make a submission on the Queenstown Lakes District Council draft Ten Year Plan 2021-2031. On behalf of the Queenstown Trails Trust (QTT) please find our submission below.

The Queenstown Trails Trust

The Trust was established in 2004 with a vision *'To create, nurture and maintain a world-class recreational trail network that is sustainable, integrated, well utilised and highly regarded, that enhances the health, wellbeing and quality of life of all Wakatipu residents and that attracts visitors from around the world'*.

The Trust now administers over 130km of the 'Queenstown Trail', one of 22 Nga Haerenga or New Zealand Cycle Trail Great Rides throughout New Zealand. The Queenstown Trail consists of a hub-and-spoke design network to serve both commuting and recreational needs of local communities, as well as providing a significant attraction for visitors.

In 2015, the Trust delivered its strategic plan, *Queenstown Trails for the Future 2015-2025*. This plan provided for our major focus for the next decade to be on trails for commuting and connecting communities within the Wakatipu Basin, recreational off-road trail connection opportunities to sister trails in Otago and Southland, and ensuring the trail network that we have is of a world-class standard. That strategic plan can be found online at

<https://queenstowntrail.co.nz/assets/Uploads/Queenstown-Trails-for-the-future-2015-2028.pdf>

The plan outlines the Trust's goals to connect all Queenstown communities to schools, shops and the wider recreational trail network with a shared pathway within 10 minutes of every household. Through public and private funding, the plan demonstrates how investment in the network now will generate benefit for future generations. This is increasingly important from a social and lifestyle perspective for our residents, as pressure grows on our transport infrastructure and the community seeks alternate modes of transport; especially for commuters to the rapidly growing Frankton developments and students biking to the re-located high school.

We support the Government Policy Statement and vision for the land transport system and through improving walking and cycling options as well as mode-sharing with better public transport hubs. As a key partner of the QLDC's Transport Strategy, we are committed to ensuring that the Queenstown Trail network connects our communities via a series of shared pathways as outlined in our 10-year plan.

QLDC Long Term Plan 2021-2031

The Trust supports the draft LTP in so far that it promotes Active Transport and choice through mode shift, but questions whether enough has been done to really bring about the radical change required. We need a 40% mode shift, both from a transport and climate change perspective if we are to have any impact on the climate emergency declared by QLDC in 2019.

To meet the transport needs of our communities, we need a system where people can move about freely and safely without conflict – where kids can get to school independently, benefitting their health and wellbeing, simultaneously lowering emissions (37% of emissions in the Queenstown Lakes District are sourced from land transport).

From the consultation document, the Trust would like to see council prioritise Active Transport (Option 2) as its preferred option to address our transport needs, with funding re-directed from several other projects listed in the draft LTP, where Our Transport Network System continues to be dominated by investment into interventions which promote the use of private vehicles.

- Funding of \$31 million is allocated towards a new car park building on Boundary Street – It was highlighted in QLDC's last 10-year plan that any carparks should be provided by the private sector – and the issue remains that additional parking induces demand. The more parking is provided, the more it will encourage private vehicle use. We urge council to consider re-directing these funds towards Active Transport routes and cycle parking infrastructure, both in Queenstown and Wanaka (where investment into their shared pathways has been pushed to 2026 but where the community has shown a desire and willingness to adopt mode shift now).
- \$3.9 million towards a 200-vehicle park and ride facility on Ladies Mile is unlikely to have any impact on a highway with 15,000 vehicle movements per day – and is unlikely to be patronised by locals who are more concerned with the 'last mile' from public transport to home. A far more useful investment would be improved connectivity and cycle parking infrastructure at all the major bus intersections in Frankton, Ladies Mile and Lake Hayes Estate etc. Once the bus has priority, this would provide a great opportunity for multi-modal transport with no requirement for private vehicle use.
- The Queenstown Trails Trust is currently consenting a new shared pathway between Arrowtown, Arthurs Point and Tucker Beach which will achieve two of the Wakatipu Active Travel Network routes from stage 2. This \$7.8m project is 50% funded through MBIE and has secured a further \$1.2m from Central Lakes Trust and other donors. As a result of Covid-19 the project now has a funding shortfall, but for less than \$1m re-directed from the above projects, council could achieve a very meaningful return on its investment.

If we continue to invest in roads, then we will continue to fill them vehicles. Ireland recently decided to invest 20% of its transport budget into shared pathways to bring about a more rapid uptake in active modes – we need to adopt a similar approach here, where change is coming twice as fast.

The concept of equity in the public realm also needs to be considered here, where our roads are 90% designed for cars, leaving 10% for cycling and walking – why can't we alter the balance slightly to ensure we have a more sustainable transport network system.

Traditionally, our infrastructure has been delivered 'just-in-time', leaving us scrambling to keep up. If we *change the allocation of funding in the draft LTP* and invest more in mode shift now, we can get ahead of the curve and become a world leader in the future of moving people around safely. Cities throughout Europe have adopted this approach and are thriving as a result; removing vehicles from our cities should be encouraged, for both positive economic and social outcomes and as a response to our climate emergency.

And for decision makers who think that electric vehicles will bring a solution to our climate crisis, e-technology will not save us – we cannot expect that a change in energy source is the answer, with electric vehicles bringing their own environmental consequences. Mode shift is the only solution.

The Trust also has some concerns around the allocation of funding and how these projects are managed. Although Wakatipu Way to Go was intended to bring about collaboration between ORC, QLDC and Waka Kotahi, it now seems to have lost its way, having been replaced by the Wakatipu Transport Programme Alliance. Business case funding has been allocated, but design contracts and project management were handed to out-of-town consultants and managers – who appear to be more driven by project delivery than focussed on the outcomes. There is a very real risk that significant funding achieved through W2G will be spent on sub-optimal routes bringing no real change in behaviour. And Wanaka seems to have come off even worse, with a delay in any investment into shared pathways until 2026, instead having to follow Queenstown's path despite undergoing its own rapid change.

The inter-agency funding model also creates significant confusion – this LTP is not aligned with either ORC RLTP, and how it fits into Waka Kotahi's NLTP is unclear – Line items are subject to other plans – surely bringing projects together in a national plan for funding and implementation would result in clarity for submitters?

In Summary

Unfortunately, we believe the projects in this LTP are not adequately prioritised. We are supportive of investment to promote genuine choice in multi-modal transport, particularly shared pathways and cycleways – but are disappointed to see that walking and cycling objectives are not given more priority in this plan.

We feel that the strategic direction needs to take a more radical approach to move away from single-occupant vehicles as the dominant mode of travel, enabling public transport, walking and cycling to play a significant role in the transport system. We need to enable growth without increased congestion, where it is easy to access employment and services, where it is safe to drive, walk and cycle, where there are genuine travel choices, and where the negative impacts of the transport system on people and the environment are minimised.

There are several Active Transport Network projects which should take priority (and funding) if we are to achieve behavioural change in our communities – starting with integrated, grade-separated, and safe links from residential communities to commercial centres and schools in Queenstown and Wanaka. This is our opportunity to make a difference, and we cannot expect our people to change the way they move around the district until we invest in an enjoyable, conflict-free network of shared pathways to connect our communities.

Thank you again for the opportunity for us to submit to the draft Ten Year Plan 2021-2031.

We would appreciate the opportunity please to speak to our submission.

Yours sincerely



Mark Williams | CEO | Queenstown Trails Trust

M: [REDACTED] | E: [REDACTED]

www.queenstowntrail.org.nz



SUBMISSION ON QUEENSTOWN LAKES DISTRICT COUNCIL

LONG TERM PLAN 2021/2031

To: Queenstown Lakes District Council
Private Bag 50072, Queenstown 9348

Name of submitter: Queenstown Trails Trust

Address: [REDACTED]

Prepared By: Mark Williams, CEO on behalf of the Trustees of the Queenstown Trails Trust

Thank you for the opportunity to make a submission to the QLDC Long Term Plan 2021-2031.

The Vision of the Queenstown Trails Trust is inherently aligned with councils' vision beyond 2050.

'To create, nurture and maintain a world-class recreational trail network that is sustainable, integrated, well utilised and highly regarded, that enhances the health, wellbeing and quality of life of all Whakatipu residents.'

This year more than any other, the role of our trail network has, and will continue to perform a vital role for the health and wellbeing of our community. Over 365,000 people used the trails in 2020, demonstrating the essential role they play for active travel, recreation, and exercise, as well as encouraging visitors to stay longer and engage with our environment. Through thoughtful management, our trails enhance our quality of life and give us pride in sharing our places.

The Trails will also play a large part in our resilience to the Covid-19 crisis as well as future pandemics and contribute to economic recovery through new projects and trail extensions which will kick-start the process of attracting regional, domestic, and ultimately international tourists back to our region. Several major new trail extensions are close to being consented and able to contribute to immediate and ongoing employment opportunities. These extensions are already funded (\$7.8m) and will bring a welcome boost to our local economy.

These trail projects will also enable collaboration with other community groups to achieve outcomes towards 'A Unique Place, He Wāhi Tuhāhā'. We are working with Mana Tāhuna as we develop a trail along Mill Creek between Arthurs Point and Arrowtown which will result in the rehabilitation of Te Whaka-ata a Haki-tekura – the Lake Hayes catchment through riparian planting, wetland development and fencing.

Elsewhere in the district, we have supported projects to encourage employment through predator trapping, wilding control, and ecological restoration, where trails can become the enabler for this work, and a means to access and enjoy it in the future. By working together, we have an environmental win which will result in the healing of the land, added amenity value to our region, job creation and guidance.

In 2019, QLDC declared a climate emergency, ensuring climate change considerations are reflected in decision making and policy setting. The Trust is actively engaged in identifying ways in which we can reduce emissions, ensuring that our district sets the standard for low-impact travel through

advocating for transport choices which aren't reliant on private vehicles, instead encouraging a behavioural change to more active modes and public transport.

QTT is a key stakeholder alongside QLDC, ORC and Waka Kotahi in developing the Active Transport Network, which sets a strategic direction for adapting to and mitigating the effects of climate change with many routes connecting our communities having been previously identified in our 10-year plan; Queenstown Trails for the future 2015-2025. We are committed to partnering with QLDC to ensure the optimum route choices are made and integration with the existing network can be achieved, which is especially important for commuters and students biking to high school.

Our partnership with council has delivered more significant improvements to the trail network to enhance the lifestyles and recreational opportunities for our community. As one New Zealand's Nga Haerenga 'Great Rides', the Queenstown Trails Trust is eligible for co-funding from central government, which halves the investment needed locally. Following a flood event in July 2020, the trust successfully secured 50% funding for a \$119,00 project to support the Parks and Reserves team, which included;

- Repair scour, re-surface and install cross-channel drainage on Christine's Hill.
- Rock armouring beside the Arrow River and bridge ramp rebuild on Arrow River Trail.
- Additional slump removal, base course and culvert repair on Arrow River Trail and Twin Rivers Trail.

Administration Grant

We thank you for councils ongoing support of the QTT regarding the annual administration grant. We have achieved a lot as a small team, but our work is becoming even more important as we seek recovery from Covid-19 and now, more than ever Queenstown needs the trails to support economic recovery and for the health and wellbeing of our community. Our plans to extend the trail network will stimulate employment and create unity, delivering an asset which will appeal to locals, domestic, and eventually international visitors.

We are committed to ensuring a viable active transport network and a sustainable, low impact and environmentally friendly future for our town and ask that QLDC help to support these outcomes by way of the administration grant of \$75,000 to the Queenstown Trails Trust throughout the period of the Long-Term Plan 2021-2031.

The Trust looks forward to continuing to work with QLDC as we build a positive future.

We would appreciate the opportunity to speak to our submission.

Thank you again for the opportunity for us to submit to the 2021/2031 Long Term Plan.

Yours sincerely



Mark Williams
CEO
Queenstown Trails Trust
April 7, 2021

ZWAAN Rick

Royal Forest and Bird Protection Society New Zealand
Incorporated

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

16 April 2021

Submission on Queenstown Lakes District Council 10 Year Plan

Emailed to: letstalk@qldc.govt.nz

From:

Forest & Bird

Contact:

Rick Zwaan

Regional Conservation Manager Otago Southland

[REDACTED]

[REDACTED]



Introduction

1. Forest & Bird wish to be heard in support of this submission.
2. This submission is made to Queenstown Lakes District Council on behalf of the national office and the local branch of the Royal Forest and Bird Protection Society New Zealand Incorporated.
3. Forest & Bird is New Zealand's leading independent conservation organisation, which has played an important role in preserving New Zealand's environment and native species since 1923. We are independently funded by private subscription, donations, and bequests. Our mission is to protect New Zealand's unique ecological values, flora and fauna, and natural habitat through the sustainable management of indigenous biodiversity, natural landscapes, rivers, lakes, and coastal environments.
4. Forest & Bird has numerous branches around Aotearoa including the Central Otago Lakes Branch and a long history of conservation in the Queenstown Lakes district. We have contributed significantly—and continue to contribute significantly—to conservation in the area as an advocate for the environment through national, regional, and local planning processes; as an educator through our Kiwi Conservation Club; and in action through on-the-ground conservation work within our communities
5. Queenstown Lakes District Council plays an important role in sustainably managing the natural and physical resources in the district to meet the reasonably foreseeable needs of future generations; safeguard the life-supporting capacity of air, water, soil, and ecosystems; and avoid, remedy, or mitigate any adverse effects of activities on the environment. We implore the council to re-examine this responsibility and reflect on what this means to them as protectors of the natural environment as they move through this plan process. Increasingly the needs of future generations are being made known as we are called upon by our youth to act with their interests at heart and their livelihoods at stake; we understand what needs to be done to maintain the life-supporting capacity of our ecosystems; and we have the ability

and authority to limit the damage of our practices on the environment. We hope QLDC will act in a way that is consistent with these values and understandings when considering this plan and our submission.

6. Before people arrived in Aotearoa New Zealand, 80% of the land was covered in dense forest. Now only 24% remains. It's the same for wetlands, with over 90% degraded or lost; vertebrate species, with 79% threatened with or at risk of extinction; and freshwater fish, with 76% threatened with or at risk of extinction. We are losing the things we value so much, the ecosystem that protect and sustain us, and that we are inherently connected to.

7. A recent survey of youth mental health and concerns in Aotearoa (<https://www.youth19.ac.nz/publications>) found:

“Many students saw the future as bleak and felt that their generation was inheriting a broken world. Climate change was a strong theme... Some expressed a sense of facing a hostile world with insufficient adult support. Others felt older generations had created a mess and were leaving it to young people to find solutions.”

“Young people want action for a brighter future including... Action to address climate change and other urgent environmental issues.”

<https://static1.squarespace.com/static/5bdbb75ccef37259122e59aa/t/5f3394a2654885030c051243/1597215912482/Youth19+Youth+Voice+Brief.pdf>

“As researchers and members of Aotearoa New Zealand communities, we consider that this data about youth mental and emotional health needs is concerning and attention to address long term causes and current needs is required. Increases in distress over the last decade have been reported in many developed nations. There are multiple hypotheses or theories about why this is. These ideas include... [the] climate crisis...”

A response to the question “What do you think should be changed to support young people in New Zealand better?” was “The climate and how polluted the environment is, I feel like this is what is making our country toxic and you can't really be happy if the environment is sad. (Pacific female, decile 1, age 15)”

<https://static1.squarespace.com/static/5bdbb75ccef37259122e59aa/t/5f338e4cfb539d2246e9e5ce/1597214306382/Youth19+Mental+Health+Report.pdf>

8. When nature thrives, our communities thrive. Healthy native forests, wetlands, and rivers sequester carbon, provide habitat for native species, filter freshwater, and protect us from floods and droughts. We're also inherently connected to nature, and numerous studies show that when we connect with nature, we're happier and healthier.
9. Nature has been pushed to breaking point by human activity, climate change, introduced pests, pollution, and deforestation.
10. But it doesn't have to be like this. It's not long ago that nature thrived in Aotearoa New Zealand. We need to bring back nature. And we don't have to look back far to know what that could be like.
11. QLDC has made many commitments to the community on protecting and restoring nature, on minimising our contribution to and effects of climate change, and enhancing community wellbeing. It has a strong mandate to do follow through with those commitments in this long term planning round.
12. Forest & Bird has for many years had a strong interest and involvement in the Queenstown Lakes area. Our strategic vision for the district is as follows, which ties into our national Forest & Bird strategic objectives:
 - **Climate Centred:** Queenstown Lakes is resilient to the impacts of climate change. Any activities or developments in the region must actively mitigate their contribution to climate change. People understand the threat and urgency of climate change and are supported in climate change practices.
 - **Economy that Supports Nature:** the district's local economy and nature are interconnected. Unhealthy nature, equals an unhealthy economy.
 - **Vibrant Landscapes:** the district's terrestrial native flora and fauna are protected and enhanced in urban and rural areas. Queenstown Lakes' landscapes are free from pests. Development can occur without clearing and destroying landscapes and their respective ecosystems.
 - **Energised Water, Rivers and Wetlands:** Queenstown Lakes' rivers, streams, and lakes are clean, healthy and teeming with life. Wetlands are protected and enhanced.

Key submission points

Alignment with Vision Beyond 2050

13. It is great to see the principles of the Vision Beyond 2050 identify core goals of a Deafening Dawn Chorus | Waraki and Zero Carbon Communities | Parakore Hapori which both align well with Forest & Bird's strategic objectives. As currently drafted, the 10 Year Plan will take steps towards the goals but is rather lacking in terms of achieving them especially when it comes to protecting and enhancing biodiversity.

Protecting and improving biodiversity to achieve a Deafening Dawn Chorus | Waraki

14. Given the incredible importance of lakes, landscapes, and unique ecosystems to the district's ongoing success, it is very concerning to see no mention or clear intention in the LTP

consultation document to focus on mapping Significant Natural Areas (SNAs). There are increasing requirements to do this under current and forthcoming regional policies and plans along with the upcoming National Policy Statement on Indigenous Biodiversity. To ensure this is done well surveys and expert advice needs to be adequately resourced.

15. In addition to mapping SNAs, plan changes to recognise and protect SNAs on public and private land
16. There is no mention of funding pest and weed control in the consultation document. This is an important area to fund to ensure successful efforts on public and private land alongside community groups, regional council and central government initiatives. Increased central government focus such as funding through the Jobs for Nature programme isn't a reason to not contribute towards boosting the success of pest and weed control, much of which currently relies on tireless efforts of volunteers.
17. To support such efforts above, far more funding needs to be dedicated to biodiversity funds to support proactive protection and restoration projects and a capital investment in a land acquisition fund should be created and resourced to enable the council to purchase and set aside important areas in reserves
18. We would encourage further investment in proactive engagement with landholders to help identify and protect biodiversity values. In addition, improved investment in monitoring compliance and enforcement as this is critical to ensure biodiversity is protected and prosecutions send the right signal to those considering unlawful vegetation clearance or pollution.
19. Biodiversity strategies need to be prepared for the Upper Clutha and Wanaka-Hawea catchments, Cardrona Valley, the Wakatipu Basin, and major valleys leading into Wakatipu.
20. The above measures would also help implement the Council's Indigenous Vegetation Policy which doesn't appear to have been updated since 2002.

Zero Carbon Communities | Parakore Hapori

21. It's unclear from the consultation document how the proposed investments helps achieve this part of the council's vision.
22. The goal to bring international tourism back to pre-COVID levels is at odds with the commitment to climate change given the immense emissions long-haul flights and domestic travel create. A major rethink of the long term sustainability of the region is needed.
23. We support investment in active and public transport and would encourage further work to promote intra and intercity and town public transport to reduce emissions. The projects mentioned in the consultation document focus on transport for Queenstown and there needs to be more investment in promoting active and public transport within and between other parts of the district and wider region as well.
24. The options on transport investment don't analyse the emission reduction impact of either so it is difficult to assess which direction to take. We would encourage the council undertakes this analysis (along with a climate impact assessment of all spending) to help determine what to prioritise.
25. To help reduce emissions we would support subsidies or low interest loans for solar hot water and PV panels, and clean heating solutions too.

26. The Climate Commission has pointed out that while we can't plant our way out of climate change, any afforestation should focus on natives and the council should look to encourage this too.

Support Three Waters investment

27. Forest & Bird supports the proposed investment to improve three waters infrastructure as this will contribute towards maintaining and enhancing freshwater quality. In addition to supporting Option 1 for the Water Treatment Programme, completing Wastewater and Stormwater improvements as proposed, we would also encourage the council to focus on:
- a. Improving source water protection and regenerating catchments with native plants to improve resiliency and reduce treatment costs
 - b. Improving stormwater treatment with a focus on swales and constructed wetlands to reduce runoff into waterways in addition to the projects identified in Bullock Creek
 - c. Ongoing education to reduce water use and wastage
 - d. Improved efficiency and fixing leaks to reduce abstraction rates to help meet requirements of Te Mana O Te Wai in the NPS-FM.
 - e. Subsidies or low interest loans for rainwater tanks

Thank you for considering our submission.

Rick Zwaan

Regional Conservation Manager – Otago-Southland

M: [REDACTED]

DDI: [REDACTED]

E: [REDACTED]

DOOLAN James

Hotel Council Aotearoa

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

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Submission on 10-year Budget 2021-2031

16 April 2021

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Introduction

1. Hotel Council Aotearoa (**HCA**) is New Zealand’s dedicated industry body for hotels and hoteliers. We represent over 140 hotels (15,600 guest rooms), including hotels located in the District.
2. We refer to the QLDC Ten Year Plan 2021-31 (the **Draft Plan**) and the accompanying consultation document (the **Consultation Document**). The Consultation Document calls for submissions on the Draft Plan to be received before 5:00 pm on Monday 19 April 2021 (the **Deadline**).

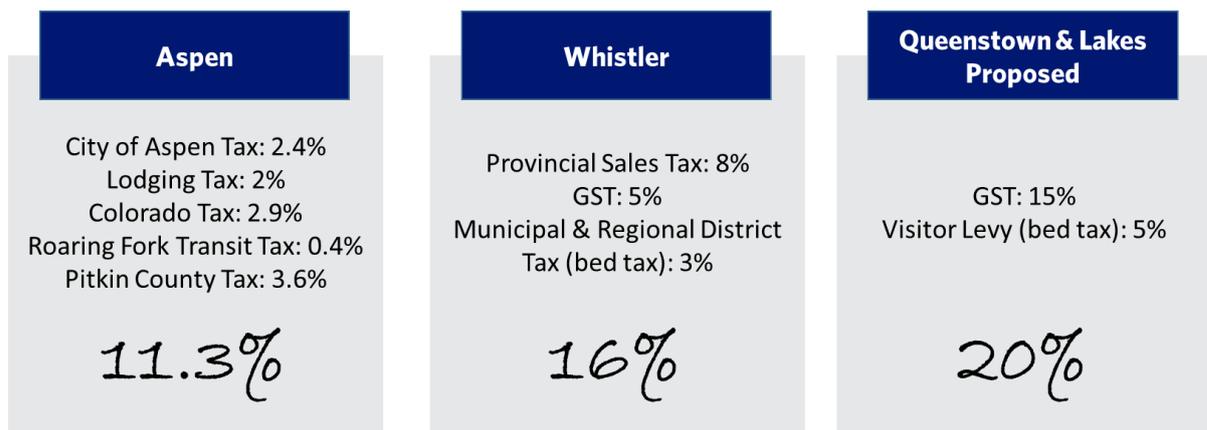
Summary

3. QLDC should accept that its visitor levy proposal is the wrong solution for the wrong problem at the wrong time. Now is not the time for bed taxes – and despite the “visitor levy” terminology chosen by QLDC, a bed tax is what this is.
4. QLDC’s Mayor and Councillors are urged to show visionary leadership and abandon the visitor levy/bed tax experiment completely so that the District’s tourism businesses can concentrate on rebuilding after COVID.
5. HCA has sympathy for QLDC’s core problem – systemic underfunding by central government of tourism-related infrastructure. QLDC and HCA should work collaboratively and with other key stakeholders on agreeing principles for a fair, reasonable and nationally-endorsed funding model for the tourism economy that draws upon international best-practice and robust research. Solving this long-standing problem through genuine consultation and collaboration on reasonable timeframes would be the most important and enduring application of “reimagining tourism” after COVID.
6. The Consultation Document and Draft Plan contain no detail whatsoever about the visitor levy. This is hard to reconcile with it being an entirely new revenue source for QLDC and forecast to generate an amount equal to almost 10% of current annual QLDC revenues.
7. The lack of basic information about the proposed new visitor levy – such as: how it works, risks to implementation, market risks and alternative funding mechanisms – suggests these omissions may have been intentional.
8. It is surprising to us that QLDC looks to rely on a non-binding referendum completed during June 2019 (**June 2019 referendum**) as the basis for pushing through the Draft Plan now, some 22 months later and after the District’s tourist economy has been devastated by COVID, border closures and the resulting collapse in international travel. It is hard to imagine how tourism could look more different today than it was in June 2019.
9. Queenstown is already expensive. A bed tax of 5% would increase total tax on commercial accommodation to 20% and decrease the region’s price-competitiveness at the very time we need to rebuild demand after a global pandemic. Almost no other comparable destination globally imposes taxes of 20% on the cost of overnight accommodation. A regional bed tax is not the right response to the funding problem in the District and is not the right approach for New Zealand as a whole.
10. Bed taxes place a disproportionate burden on accommodation providers, while ignoring the impact on infrastructure from day-trippers, campervans and visitors who stay with friends and relatives, rather than in paid accommodation. Bed taxes also ignore the revenues earned by many non-accommodation, but tourism-focused businesses, such as businesses which specialise in offering tours.

11. QLDC's plans for use of monies raised through the visitor levy are opaque, unstructured and make no provision for industry involvement in decision-making, which is accepted best-practice for taxes of this type. QLDC has not addressed the market risk to future revenues that rely on the commercial performance of accommodation providers.
12. The consultation process should be halted and the Deadline extended so that deficiencies in the Consultation Document and Draft Plan can be remedied. Otherwise, ratepayers can have no confidence that QLDC has adequately discharged its legal responsibilities under the Local Government Act 2002. Ratepayers making submissions on the Consultation Document and Draft Plan are doing so on the basis on incomplete information.

What, exactly, is the "visitor levy"?

13. The Draft Plan and Consultation Document together contain 36 separate references to a "visitor levy". Anyone reading the Draft Plan and Consultation Document is simply assumed to know and understand what the visitor levy is. There is no explanation of how the visitor levy works and there is no reference in either the Consultation Document or Draft Plan to where further information about the visitor levy can be found.
14. The visitor levy is nevertheless forecast to raise a fairly precise \$162,857,000 in total over the final seven years of the period covered by the Draft Plan.
15. On average, the visitor levy is forecast to generate \$23,265,290 in each year of operation, which is the equivalent of 9.8% of all revenue forecast to be collected by QLDC for 2021/22. The visitor levy is obviously a critical component of QLDC's future revenue and fundraising strategy.
16. Of the 36 references to "visitor levy", five of them are statements to the effect that if the visitor levy is not introduced, general rates would need to increase by an additional 2.3% for the last seven years of the plan. The politicised messaging is overt – *accept this levy on "outsiders" or else prepare for your own rates to rise.*
17. Remaining references to the visitor levy include confirmation it requires central government "support" and legislation to be passed. However, there is also a statement that "Council has temporarily halted the process for drafting the necessary legislation".
18. We are left to assume the visitor levy referred to in the Draft Plan is the same visitor levy described on QLDC's website at: <https://www.qldc.govt.nz/your-council/major-projects/proposed-visitor-levy>.
19. What little information there is about the visitor levy on the QLDC website is also unsatisfactory. By way of example, the complicated issue of whether increasing the cost of overnight accommodation might decrease demand is dismissed in fewer than fifty words: *"We don't anticipate a levy of 5% on top of the accommodation cost would have a significant effect on the majority of people choosing to visit and stay in the district – it's not an unusual model and doesn't deter people from visiting international destinations such as Whistler or Aspen."* For completeness, set out below is the proposed Queenstown Lakes District tax on accommodation alongside current levels of tax that apply to overnight accommodation in each of Whistler and Aspen:



20. QLDC should be properly analysing (and sharing with ratepayers) levels of tax on accommodation in a number of competitor markets, including alternative holiday destinations in the Asia Pacific region and summertime destinations. QLDC should investigate whether bed taxes are going up, or down, in the aftermath of COVID. Basing fundamental policy change on what you “anticipate” rather than comprehensive research and analysis of international best-practice is certainly an unusual way of doing things. Do we aspire to be an internationally renowned destination, or will we shortcut our way to prosperity?
21. It is impossible for us to give a complete and reasoned response to the visitor levy proposal, and therefore to the Plan as a whole, because of the plain and obvious deficiencies of the Consultation Document. We reserve the right to make further comment after the Deadline.
22. We respectfully request that QLDC suspends the consultation process immediately, re-issues a new consultation document containing more comprehensive information about the visitor levy, and extends the Deadline so that all interested parties can give proper consideration to the nationally-important issues at stake.
23. Better yet, drop the visitor levy completely and work with industry and central government on something that’s fair and reasonable, instead.

June 2019 referendum

24. On page 9 of the Consultation Document, reference is made to a non-binding referendum in June 2019 about the visitor levy (**June 2019 referendum**). Surely QDLC is not contending that the June 2019 referendum and supporting materials are somehow incorporated as part of its legally-mandated consultation on the Draft Plan?
25. In any event, the June 2019 referendum and supporting materials are a wholly inadequate foundation upon which to build the case for a new bed tax on accommodation. It is highly doubtful that the June 2019 referendum would comply with QLDC’s own significance and engagement policy as at 2021: https://www.qldc.govt.nz/media/vjce04tv/d-qldc_significance-and-engagement-policy.pdf.
26. The June 2019 referendum is simply out-of-date and of questionable relevance post-COVID. It was carried out in “boom times” nine months *before* New Zealand’s borders were closed in response to COVID, which had a devastating effect on numerous Queenstown Lakes District businesses and ratepayers. Comparison of Queenstown’s hotel performance at, and 12 months after, the June 2019 referendum is startling:



27. Introducing a new bed tax at the bottom of the cycle following a global pandemic is a totally different proposition to introducing a bed tax during boom times. Funding models under consideration before the pandemic should be re-assessed by QLDC in light of new conditions.
28. It would be an extraordinary coincidence if the perfect funding solution during boom times also happened to be the perfect funding solution at the absolute bottom of the cycle, too.

COVID and other events subsequent to the June 2019 referendum

29. As part of central government's health response to the COVID pandemic, New Zealand's borders were effectively closed to international tourists on 19 March 2020.
30. On 14 April 2020, Mayor Boulton was quoted in the *Otago Daily Times* as saying:

"The last thing in the world the accommodation sector needs is another cost".

"The reality is now we're in a different world than we were three, six, 12 months ago, when it made perfect sense."
31. Since Mayor Bolt made these astute and correct observations in April 2020, the situation *deteriorated even further* and borders have remained closed much longer than anyone originally anticipated. Businesses have experienced another 12 months of catastrophic trading conditions. Many tourism sector workers have sadly lost their jobs as a result.
32. On 17 October 2020, a new Labour government was elected. Labour's election manifesto included an explicit promise that there would be "no new taxes" in the next term (the **No New Taxes Promise**). This promise was made repeatedly throughout the election campaign, including in writing by Minister of Finance, Hon Grant Robertson: <https://www.labour.org.nz/release-revenue-policy>
33. Subsequent to the October 2020 election, Hon Stuart Nash was appointed as new Minister of Tourism. On 24 December 2020, the *Otago Daily Times* reported Mayor Boulton as having met with the Minister of Tourism in November 2020, and with regards to the visitor levy:

The pair agreed to "keep talking about it", but both understood there would be "no intention of introducing it until normal trading conditions returned", Mr Boulton said.

"By 'normal' I mean we're back where everybody is making good money and we're seeing good flows of tourists through and accommodation providers are getting good occupancy rates."

34. The COVID pandemic is by no means over. New Zealand’s bubble with Australia is set to open on 19 April 2021, but there is no clear timeline for when borders will open to other countries. Our domestic vaccination programme has only just started. A lot of uncertainty remains.
35. If QLDC considers the recovery will be complete by 2024/25, then it should share its reasoning, assumptions and models with ratepayers as part of this consultation process. Presumably models exist in *some* form, since the Draft Plan anticipates the visitor levy generating \$14,500,000 in 2024/25 and \$22,935,000 in 2025/26.
36. Hotels and other accommodation providers have been *accumulating losses* since New Zealand’s borders closed. Some have spent their accumulated renovation reserves staying open and servicing fixed costs and debt. Surely QLDC accepts that a return to “normal” includes allowing accommodation providers sufficient time to recover fully from COVID-related accumulated losses? “Good flows of tourists” is not the point at which the sector has recovered, it’s simply the *start* of the recovery for commercial accommodation providers.
37. What grounds does QLDC have for being confident that central government will continue to support the visitor levy, notwithstanding it directly contradicts the No New Taxes Promise? On what grounds does QLDC consider the visitor levy would survive any change of government that may occur during the 10-year period covered by the Draft Plan? These are sensible and fair questions for QLDC to answer properly if it proposes to base a 10-year budget around this brand new source of revenue.

Bed taxes and Queenstown Lakes District

38. Bed taxes are not a new funding mechanism, internationally. However, there are multiple issues that should be carefully considered before a bed tax is introduced. Historically, bed taxes came about in the United States because neighbouring districts sought out novel ways to raise revenue from travelling salespeople conducting business in their region.
39. Many of the practical and theoretical issues around implementing successful “tourism taxes” (note: not necessarily bed taxes) have been highlighted by research published well after the June 2019 referendum, including the research recently cited by the United Nations World Trade Organisation (<https://www.unwto.org/covid-19-oneplanet-responsible-recovery-initiatives/funding-for-a-regenerative-future-could-tourism-taxes-be-part-of-the-answer>) and by Tourism Industry Aotearoa (<https://www.tia.org.nz/news-and-updates/industry-news/tourism-taxes-the-global-context-for-a-nz-discussion/>).
40. Nothing in the Consultation Document, Draft Plan or June 2019 referendum gives ratepayers any confidence that the complicated issues surrounding tourism taxes generally, or bed taxes in particular, have been fully considered by QLDC in the wake of COVID.
41. Ratepayers have only ever been provided with one solution – the solution now presented as a *fait accompli* by QLDC in the Draft Plan.
42. Given the paucity of consultation material provided about the proposed visitor levy, at this stage we will limit our comments on the visitor levy itself to the following key observations:
 - 42.1. Queenstown is already expensive. A bed tax of 5% would increase total tax on commercial accommodation to 20% and decrease the region’s price-competitiveness at the very time we need to rebuild demand after a global pandemic. Very few comparable destinations globally

impose taxes of 20% or more on the cost of overnight accommodation. When we already have 15% GST, a regional bed tax of 5% is not the right response to the QLDC funding problem and is not the right approach for New Zealand as a whole.

- 42.2. Bed taxes place a disproportionate burden on accommodation providers, while ignoring the impact of day-trippers, campervans and visitors who stay with friends and relatives. Bed taxes also ignore the revenues earned by many non-accommodation, but tourism-focused businesses, such as businesses which specialise in offering tours. A tourism funding solution imposed on all businesses and consumers in the tourism economy – rather than just commercial accommodation – would share the burden more evenly amongst all end-users of QLDC infrastructure.
- 42.3. A bed tax calculated as a percentage of rooms revenue is not fair for end-users and distorts future development. If a bed tax is the only solution, a set dollar amount per room-night (rather than a percentage of the room rate charged) is a more transparent and fair way to collect it. All overnight tourists use infrastructure in the same way, irrespective of whether they stay in high-end or budget accommodation. QLDC should not be imposing policies that effectively tilt the playing field in favour of low-cost accommodation types. The unintended consequence of percentage-based bed taxes is to incentivise more low-cost accommodation and dis-incentivise high-end accommodation development, which is a perverse outcome and bad for Queenstown and Lakes.
- 42.4. QLDC's plans for using monies raised through the visitor levy are opaque, unstructured and make no provision for industry involvement in decision-making. Industry participation in spending decisions is accepted best-practice for modern tourism taxes. It is unclear exactly what the terms "tourism-related infrastructure", "visitor related operational expenditure" and "visitor relation portion" mean. QLDC has designed the visitor levy so that it has wide discretion on how the moneys raised are spent – this is not how bed taxes work elsewhere and ratepayers should be concerned.
- 42.5. Revenue generated from the visitor levy is likely to vary dramatically from forecasts depending on the actual achieved performance of commercial accommodation businesses. Even assuming the visitor levy passes into legislation, there is no discussion anywhere in the Consultation Document or Draft Plan about this *market risk* to QLDC's future financial position. Surely taxes on variable, sector-specific, third-party revenue streams require more comprehensive analysis (and risk disclosure) than traditional local body rates imposed on comparatively static property valuations? What happens to visitor levy income and QLDC revenues *next* time we have an international pandemic, major terrorist incident, natural disaster affecting Queenstown Lakes District or global financial crisis? Will we simply stop servicing debt? The Consultation Document appears to assume the return of boom times from 2024/25 and an uninterrupted period of prosperity for the following seven years.

The funding problem we must all solve together

43. HCA has sympathy for QLDC's core problem – the ongoing failure by central government to adequately "share" the massive contributions already made directly and indirectly by tourism to central government coffers. Tourists already contribute through GST receipts on tourist expenditure, and through profits tax and PAYE generated by tourism-focused businesses. Successive central governments have systemically underinvested in tourism infrastructure – they have been happy to *receive* the financial benefits of tourism throughout New Zealand, but they have all failed to

adequately reinvest in under-strain infrastructure, leaving local authorities and ratepayers to fund the shortfall.

44. The problem is particularly severe in Queenstown Lakes District given the relatively low ratepayer population in comparison with the number of transient visitors. But the problem is in no way unique to the District.
45. It is misleading and wrong to suggest that tourists have been underpaying or under-contributing to the costs they impose on the District or New Zealand as a whole. The problem is not tourists and how much they pay. The problem is the flow of funds between central government and local authorities such as QLDC.
46. New Zealand either already has, or is considering proposals for, the following taxes and levies imposed on tourists or tourism: (a) border levies for costs of border processing on arrival and departure; (b) international visitor levy for tourism-related and conservation projects; (c) 15% GST on all purchases (without any tourist rebates) for general government purposes; (d) for self-drivers, national and regional fuels excise taxes; (e) accommodation provider targeted rate in Auckland for marketing and promotion of tourism and events by local authority; (f) visitor levy in Queenstown Lakes District for tourism-related infrastructure and operating expenses by local authority; and (g) proposed departure tax for aviation fuels research. New access charges for our conservation estate are understood to be under active consideration. Without a national solution to the tourism funding problem, it seems inevitable that different central government departments, local authorities and private sector interest groups will continue to insist that taxing non-voting tourists is the best solution to their particular problem.
47. In the context of all tourist destinations around the world planning to soon re-open borders and welcome back international travellers, it would be hugely unfortunate if New Zealand's central and local authority politicians continued to repeat the fiction that tourists in Aotearoa "do not pay their way". It is also the wrong time to raise prices without improving the overall experience. Tourists already pay more in tax to stay in Queenstown Lakes District than in many comparable destinations worldwide – it is not the tourists' fault that most of their tax is paid through a 15% GST, which is not partially remitted to QLDC. It is not the tourists' fault that successive QLDC administrations have chosen not to raise general rates and/or underinvested in infrastructure.
48. Let's stop bashing foreign tourists for domestic political gain.

HCA's call to action – true collaboration and reasonable timeframes

49. HCA considers solving the long-standing funding problem for all of New Zealand – not just the Queenstown Lakes District – would be the most important and enduring application of "reimagining tourism" after COVID. However, the solution must be properly researched, fairly applied and introduced *at the right time*, not in a manner that could slow the recovery after COVID. Local and central government should take up Hotel Council Aotearoa's call for all stakeholders to work collaboratively on an enduring solution to the funding problem.
50. HCA supports a fair, reasonable and nationally-endorsed funding model for the tourism economy that draws upon international best-practice and robust research. Our members have made substantial long-term investments in New Zealand's visitor economy and we have deep expertise in the matters under consideration. We want what's best for Aotearoa New Zealand. QLDC should join HCA in genuine collaboration to achieve the best possible response to the infrastructure funding shortfall, rather than forcing through its wrong solution to the wrong problem at the wrong time.

About Hotel Council Aotearoa

Hotel Council Aotearoa (**HCA**) is an advocacy-focused organisation with a mission to educate and influence key decision-makers on matters of importance to the New Zealand hotel industry. HCA's target membership encompasses hotel owners, general managers, operators/brand companies, consultants, academics, advisors and other organisations and individuals having a close professional connection with the hotel industry. HCA currently represents over 140 New Zealand hotels, comprising over 15,600 guest rooms or 5.6 million available room-nights per annum.

To learn more about HCA or to become a member, please visit www.hotelcouncilaotearoa.com or email

[REDACTED]

[REDACTED]

CASSELLS Jay and Jewell

Self

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

We support the submission of Louise Kiely

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

We support the submissions of Brian Fitzpatrick and Louise Kiely

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION TWO: Apply costs to the existing Wakatipu Roding Rates

Please tell us more about your response:

See our submissions as lodged by Anderson Lloyd

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION TWO: Fees and Charges not increased

Please tell us more about your response:

We support the submission of Louise Kiely

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

See submissions referred to

We urge QLDC to apply the lessons learned and to take the unique opportunities afforded by Covid.

QLDC appears seriously out of step with its communities and the issues facing them.

Residents and businesses are being driven out the CBD.

There does not appear to have been any (or any appropriate) consideration of nor effect given to the extensive, privately funded work done on a Study, Report and District Cultural Plan-an initiative once encouraged by this Council and its predecessor

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

CASSELLS Jay

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Please tell us more about your response:

Please see attached submission

Please tell us more about your response:

Please see attached submission

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. If you have a pre-prepared submission, you can upload it below.



Submission on Queenstown Lakes District Council Ten Year Plan 2021 - 2031

To: Queenstown Lakes District Council

Submitters:

Friends of the Wakatipu Gardens and Reserves (FOWGR)
Sebastian Morgan Lynch, Daniel Lynch and Brigid Roberts and family
Cassells Family
McLean Family
Hall Family
Bennett Family
Bulling Family
Sandford Family
Senauer Family
Oliver Bombard and Jade Becker
Bettina Bradbury and The Prior family
Helen and John Hayes
Emily and Luis Cunha
Jarvis Family
Mana Kono
Russ Tanners

1. This is a submission on the Queenstown Lakes Ten Year Plan 2021 – 2031 (**Ten Year Plan**)
2. The Submitters are interested residents and representative groups of the residential area bounded by Park Street/Frankton Road and Hobart Street, and intersected by Brisbane Street (**Gardens Area**).
3. The specific parts of the Ten Year Plan which the Submitters are interested in are: the funding options and delivery of the Town Centre Masterplan, rates revaluation and affordability, private, public and active transport network development, and other matters associated with the Queenstown master-planning process.

Introduction

4. The Gardens Area exhibits a distinctive character which is driven by the combination of small-scale, residential homes that have grown

page 1

Auckland • Christchurch • Dunedin • Queenstown



organically since the area was first settled in the 1870s. The Gardens Area holds a distinctive residential amenity that ultimately generates a strong sense of place for many of the residents who live there and call Queenstown their home.

5. The Submitters have been actively involved in Council planning processes such as the District Plan Review, the Ten Year Plan 2018-2028 and the Cultural Masterplan consultation process, in order to act as a voice for the important values of the Gardens Area to be better protected both at the strategic level, by acknowledgement generally of the worth of those values, and at the operational level, by providing provisions that give appropriate weight to protection of those values and character.
6. FOWGR is the pre-eminent community representative group which acts as a voice for the Wakatipu gardens and reserves areas. Protection of the character of the Gardens also requires consideration of protecting the amenity of the immediate surrounds of the Gardens.
7. Overall, the character of the Gardens Area is evocative of the various stages of residential development of the original central Queenstown settlement, being contiguous with the Queenstown Gardens and the Queenstown Bay, and in deriving much of its character as a location of special value for the CBD and the wider district.
8. The Submitters understand the direction of the National Policy Statement on Urban Development 2020 is towards greater intensification of density in "urban" areas, and that as a residential area bordering the Queenstown CBD the area will likely experience intensified development. The Submitters' position is that increased density should not mean a lack of focus on character and amenity and an allowance for poor design outcomes. The Submitters consider the Ten Year Plan should be live to the need to ensure likely future development is sympathetic to existing residential character and amenity.

Reasons for the Submission

9. Given the special character and distinctly residential nature of the Gardens Area, it is important that it be recognised as separate to the CBD and Town Centre areas of Queenstown. In particular, the Submitters are concerned about the following parts of the Ten Year Plan:
 - The proposed wider CBD Zone indicated on page 26 of the Consultation Document, from which 65% of the costs of the Queenstown Town Centre Masterplan will be funded;
 - The failure to recognise and provide for the unique character and amenity of historic residential areas, such as the Gardens Area, and the Gardens and reserves in the Masterplan proposal and revised transport connections;
 - The omission of the importance of an emerging cultural study which is relevant to the wider Queenstown master-planning process.

10. Rates Option 1 – wider CBD Zone

- The rates recovery focus on a wider CBD of ratepayers to fund the Masterplan process is opposed on the basis the defined CBD on page 26 of the Consultation Document includes the Gardens Area.
- As described in the introduction section above, the Gardens Area exhibits a truly unique and predominantly residential character. The nature of combined historic and well established housing in this area has cultivated a sense of community and permanent residency which is now the dominant characteristic. Even if the Gardens Area is subject to further development and intensification over the new ten years, the area will still retain a predominantly residential character that is completely separate

page 2



from the character of the Queenstown CBD.

- Expansion of the CBD ratepayer base over the Gardens Area is not justified or proportionate to the proposal which is to be implemented through the Town Centre Masterplan process. Those residents and visitors to the Town who enjoy the Gardens and truly residential character adjacent to the Gardens will not benefit from the Masterplan process.
- The inclusion of the Gardens Area within the wider CBD rating extension is inconsistent with the 'vision' described on page 6 of the Consultation Document and the Vision 2050 objectives, namely to promote the four pillars of wellbeing. To achieve cultural, social and environmental wellbeing the Ten Year Plan needs to recognise and provide for residential character and amenity, and acknowledge the need for a strong cultural landscape that inspires, preserves and celebrates our heritage, arts and culture.

11. Recognition of the Gardens Area, Gardens, and all Reserves

- The Ten Year Plan should ensure that appropriate provision be made, and continually reviewed, for the maintenance and enhancement of the Gardens and all reserves within the District. Specific recognition needs to be included in the Ten Year Plan which acknowledges the unique and different residential character of the Gardens Area.
- Protection of the character of the Gardens also requires consideration of protecting the amenity of the immediate surrounds of the Gardens. As the Queenstown CBD is subject to growth pressures and intensification of its surrounds starts to occur, there need to be mechanism to ensure existing character and amenity is not lost and poor design outcomes do not result. The Ten Year Plan, along with the Spatial Plan, should recognise the economic benefits of protecting the amenity of this node of historic residential amenity close to the Town Centre and Gardens which are frequented by international and domestic visitors. Economic benefits of recognising the Gardens and the Gardens Area will accrue from protecting and preserving special character, particularly when one considers the area as being the interface of critical tourism attractions being the Gardens and Town Centre. If visitors see a living community and protected amenity and character, they may wish to engage in that and this will contribute to their overall visitor experience.
- Any roading, public transport (including ferry), active transport (cycle way) and parking plans that service the CBD are likely to interface with or cut through the Gardens Area. Such development needs to be consistent with the amenity of the Gardens and the Gardens Area. Such consideration should involve consultation with the Residents and other interested community groups.

12. Cultural Master Plan

- The Submitters support the Cultural Master Plan process to provide analysis on the cultural fabric of Queenstown. They understand that it is intended that this study will ultimately become part of a foundation for further work on the Masterplanning process and other planning regimes, such as the District Plan.
- Appropriate provision should be made for the development and adoption of a Gardens based cultural district and/or any other recommendations which come out of the proposed Cultural Master Plan.

page 3



13. General Matters

- Generally, any decisions to be made should be consistent with amendments to the Local Government Act to restore the purpose of local government to be "to promote the social, economic, environmental, and cultural well-being of communities".

Summary of Relief sought

14. The Submitters seek the following decision:

- That the wider CBD Zone for Option 1 funding of the Masterplan process be refined to exclude the Gardens Area as defined in this Submission.
- Include specific recognition in the Ten Year Plan and Masterplan of the cultural, residential, and historical importance of the Gardens Area, the Gardens, and other reserves, or in the alternative, that the Ten Year Plan and Masterplan note the importance of recognising and providing for residential character and amenity and the good design outcomes if and when future development occurs in and around the Gardens Area.
- That any private, public and active transport development that interfaces with the Gardens Area is developed in consultation with the community and is consistent with, and responds positively to, the character of the Gardens Area and Gardens.

15. The Submitters wish to be heard in support of this submission.

16. The Submitters will consider presenting a joint case with others presenting similar submissions.

Address for service: [REDACTED]

page 4



NGAN Terry

CP Group

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Very important to practise and supply climate change

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION TWO: Spread the Water Treatment Programme over the ten years

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION TWO: Council reconsiders prioritisation and funding or non-funding of one or more transport projects

Please tell us more about your response:

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION ONE: Rates recovery focused on wider CBD ratepayers

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION TWO: Fees and Charges not increased

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. If you have a pre-prepared submission, you can upload it below.

Please note that we can only accept .docx files.
Additional documents or PDF files can be emailed to letstalk@qldc.govt.nz

Submission by CP Group on QDLC 10 Year Plan 2021_2031.docx

Submission by CP Group Ltd ultimate owners of Mercure Queenstown Resort Sainsbury Road , Fernhill , on the Visitor Levy proposed in Queenstown District Lakes Council 10 Year Plan 2021-2031.

1. The Visitor Levy is not explained in any detail. How it will work or what will be the costs on accommodation providers?
2. We cannot presume that a visitor levy can be passed through to the end consumer or guest. Meaning this will be an additional cost on accommodation providers on top of recent minimum wages increases and increased sick leave entitlements. So it is important that costs are known and a consultation process is carried out with those ratepayers most likely to be affected.
3. Now is certainly not the time for new taxes, when tourism, the most significant part of Queenstown's economy has been decimated by border closures. All accommodation providers have exhausted their financial reserves during the extended border closure period and do not need an additional cost burden as they attempt to get back from the edge of financial collapse. It is noted that many providers have already ceased trading.
4. Bed taxes or targeted rates on accommodation providers are not equitable as they ignore the other parts of the tourism economy – restaurants, shops, tours, that benefit from local and international tourists. Accommodation providers only receive a smallish portion of the total visitor spend.
5. Building of new roads should not fall on a small proportion of the ratepayer database. Money for roads, should if part of state highways come from NZTA, and for local roads should come from a local or regional petrol tax such as Auckland City has instituted.
6. A proposed visitor levy , even if only 5% of room rate, will on top of GST collected by central government make Queenstown one of the most taxed resort destinations in the world. Now is certainly not the time to increase taxes as there is no certainty that past visitor levels will be achieved for many years.
7. All tourists to Queenstown pay GST @ 15 % on all their expenditure and unlike NZ residents receive no benefits in return. Central Government should assist Queenstown on major capital projects given the very small ratepayer base of the district and the key role that Queenstown plays in drawing overseas tourists to New Zealand.
8. The 10 year plan talks of \$162m being collected over the last 7 years of the plan. This is \$23m per annum. That is a lot of additional cost for local accommodation providers to bear. It is nearly double the amount being rated by Auckland Council which most ratepayers are struggling to pay in these depressed times. This rough calculation will mean that approximately 10 % of Queenstown's rates will be levied off approximately 2 % of ratepayers.
9. If there is to be any visitor levy then the present differential rate on Accommodation should be removed so there is not a , "plus plus plus charging regime", by that we mean multiple levels of additional charges on accommodation providers.
10. Additional revenue should come from a levy on all travellers through Qtn airport; perhaps a differential levy for domestic versus overseas arrivals. A regional petrol tax will spread the cost equally across all users of the roading network. These two measures will widen the revenue base and provide more equity.

Terry Ngan

Prakash Pandey

SIMPSON Neill

Wakatipu Islands Reforestation Trust

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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Additional documents or PDF files can be emailed to letstalk@qldc.govt.nz

Wakatipu Islands Reforestation Trust 2021-2031 Submission.docx

**WAKATIPU ISLANDS
REFORESTATION
TRUST**



181 Peninsula Road

Queenstown 9300

SUBMISSION ON THE DRAFT 2021-2031 LONG TERM PLAN

PIDEON and PIG ISLANDS – WAWAHI WAKA and MATAU

Summary

This submission is a request for annual funding of **\$2000** from the QLDC 2021-2031 10 Year Plan for operating expenses for the ongoing maintenance and management of Pig and Pigeon Islands

Background

Pig and Pigeon Islands are Scenic Reserves under the control of QLDC. Pigeon Island is a GEM (and Pig Island to a lesser degree) and not fully appreciated by many including Council. Its special values include:-

- It is free of predators (no rodents, mustilids, possums or cats) so the bird song at times can be almost deafening.
- It contains remnants of some of the original lake shore vegetation that is no longer found in the Wakatipu basin including kahikatea, miro and pokaka all tall forest trees and important food sources for keruru. Matai is also common here.
- There is the potential to introduce other rare and endangered fauna to the islands increasing the biodiversity of the district

That these values still existed after 100 years of intermittent farming and fire is amazing. Pigeon Island has been a good place to have a party with a fire on the beach, if you had a boat. It was only after one of these fires burnt a large area of the island including patches of kahikatea, that action was taken to preserve the remaining forest.

The Wakatipu Islands Reforestation Trust (WIRT) was set up by John Wilson (then QLDC Councillor) in 2001. Since 2001 WIRT has organised public planting days planting about 40,000 trees and shrubs on Pigeon Island with volunteer days totalling over 800. QLDC committed up to \$10,000 per year for this.

From 2005, WIRT has organised an annual volunteer week (with up to 15 persons) to carry out track maintenance, weed control, hut maintenance, mowing of the grass paddock to assist

in fire control. Volunteer hours since 2005 continue to be in the vicinity of 560 per annum equating to \$11,200 @ \$20/hr.

Present Trust members are Neill Simpson (chair), Hans Arnedstedt, Tom McPhail, Peter de la Mare and Greg Thompson.

Trust members have specialist skills including, building, certified Grow Safe and chainsaw certificates, tractor maintenance, track building and an ecologist. As well as spending an annual 5 day period the trust tries to visit the Islands each quarter for 1 or 2 days.

Planting of specialist plants such as rata, kahikatea, matai, pokaka and red beech is still carried out from seed and seedlings collected from the islands and grown on at the WRT nursery. Maintenance of the tracks on both islands and planting on Pig Island can now be carried out now that we have a private boat available. WIRT maintains the Smith hut, mows grassed areas, removes rubbish and provides all hand tools used by volunteers. (Only qualified persons use the power tools).

Weeds are now the major focus of our efforts particularly around the foreshore and track edges. Wild conifers keep appearing, grey willow is a major problem and spreading, gorse and broom will eventually be over-topped by native regeneration so is only of concern where they occur along edges such along the lake shore. **Wilding Pines** have from time to time occurred in different areas of the Pigeon Island. Fortunately not in big numbers but it has taken a considerable time to get to the trees and remove them due to the dense bracken and native regeneration. Spanish heath has spread and it is not sure whether this weed will disappear once overtopped. Other lesser weeds include blackberry, Himalayan honeysuckle, cotoneaster, poplar (minor regrowth), cork oak, robinia and lupins.

Funding is required for herbicide, tractor and equipment maintenance, fuel for scrub bars and tractor, growing on of plants collected from the islands, boat hire and transport.

Our Vision is to restore the fauna and flora of the islands to as original a state as possible, to remove all woody weeds and to allow the introduction of threatened native species when suitable habitat is available. WIRT would like to continue working on this vision.

These islands are special and their values underappreciated partly due to the fact that they are not readily visible. These values include their plants, several of which have vanished from the surrounding district, the lack of animal pests and abundant bird life. In the future the islands could well become an island sanctuary and a place to bring some of our endangered birds and animals. A place for ecotourists to visit.

Neill Simpson QSM, Ecologist
Chairman, WIRT



17 April 2021

LEITH Amanda

Ngai Tahu Property Limited

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

**SUBMISSION ON PROPOSED QUEENSTOWN LAKES DISTRICT COUNCIL TEN YEAR
PLAN 2021 – 2031 AND DEVELOPMENT CONTRIBUTIONS POLICY**

To: Queenstown Lakes District Council

Submitter Details:

Name of submitter: Ngai Tahu Property Limited

Address for Service: Ngai Tahu Property Limited

C/- Southern Planning Group

[REDACTED]
[REDACTED]

Attention: Amanda Leith

[REDACTED]
Phone: [REDACTED]

1. Background

Ngai Tahu Property Limited (NTP) has an interest in the former Wakatipu High School site on Gorge Road. This site is legally described as Lot 47 Deposited Plan 8591, Lot 13 Deposited Plan 8700 and Lots 6-7 Deposited Plan 8700. The site is indicated on the aerial map below.

NTP through its development company NTP Development Holdings Limited is working in partnership with the Crown to redevelop the site. NTP has obtained various resource consents for the redevelopment of the site and construction of between 300 – 400 residential units is planned.

Resource consent and building consent have recently been granted for the first residential building on the site which comprises 27 units. Completion of construction of this building is anticipated by the end of 2022.



2. The submitter seeks the following decisions from the Queenstown Lakes District Council:

Long Term Plan

Amend the Long Term Plan as follows:

- a) The planning and upgrade of Warren Park to be brought forward to the years 2021 – 2024.
- b) Works for the Fryer Street – Recreation Ground Pump Station Reticulation Upgrades be brought forward to the years 2021 – 2022.
- c) Funding be allocated to a shared active travel path along the length of Fryer Street.

Development Contributions Policy

Amend the Development Contributions Policy as follows:

- a) Allow for a Special Assessment to be undertaken for the NTP development.

3. Reasons for the submission

Warren Park

- The draft Long Term Plan schedules upgrades to Warren Park for 2029 - 2031. NTP seek that this be moved forward so that the planning commences in 2021 and the physical works occur in 2023 - 2024.
- NTP is open to working collaboratively with QLDC and contributing toward the preparation of a landscape concept plan for Warren Park.
- NTP agree with QLDC's Draft Parks and Open Space Strategy 2021 that Warren Park should be upgraded to be a Community Park, as the asset is an important amenity for surrounding residents and visitors to the area. Warren Park will also become more important as the Gorge Road area is redeveloped in accordance with the Business Mixed Use and High Density Residential zoning of the area.
- There are numerous developments within the wider Gorge Road area which have been recently consented, are proposed, or are under construction. Consequently, it is important that this key community asset be upgraded in a timely manner to reflect the increasing population in the area rather than in years 9 – 10 of the Long Term Plan as currently proposed.
- The timing of the Warren Park upgrade works should coincide with the conclusion of the use of Warren Park as a temporary laydown area by the Alliance undertaking the Inner Links project. This activity is currently proposed to conclude June 2023 according to the resource consent RM210142. This will reduce costs for QLDC.

Wastewater Upgrade

- The Fryer Street – Recreation Ground Pump Station Reticulation Upgrades are planned for 2023 – 2025 in the Long Term Plan, however these works need to be underway as soon as possible so not to delay the NTP development, which includes the provision of Kiwibuild housing.
- The Fryer Street – Recreation Ground upgrades will address an existing wastewater constraint along Robins Road which currently limits the number of residential units that can be developed on the former Wakatipu High School site to no more than 72 until the upgrade is undertaken.
- There have been a number of assurances provided by Council staff that the Robins Road constraint would not hold up the development of the subject site, however the timing for the upgrades keeps slipping and this is now putting the timing of the development at risk.
- Discussions with QLDC Consents staff have identified that they will not consent the construction of additional residential units (exceeding 72) or allow for the issue of titles for Stage 2 of the bulk title subdivision (consented under resource consent RM190805) until the constraint is addressed. As a consequence, this means that bulk titles for the majority of the sites, as well as the construction of future buildings (which can take between 18 months

and 2 years to construct), cannot even commence whilst the wastewater upgrade works are underway. This could cause a delay of two years or more to the development of the site. This is a critical issue for the development as NTP have a development agreement with the Crown to deliver 105 Kiwibuild units by 2025.

- The Gorge Road area is zoned Business Mixed Use and High Density Residential. To realise the development potential of these zones which are in close proximity to the Queenstown Town Centre, services and public transport, the wastewater upgrade needs to occur as a matter of urgency.

Active Travel Path Contribution

- Under the subdivision resource consent RM190805 for the site, a condition of consent was imposed requiring the construction of a shared path along Fryer Street for pedestrians and cyclists. This is in addition to the QLDC planned active travel network along the Gorge Road frontage of the site.
- At the time of the subdivision resource consent conditions being developed, the plan for the QLDC active travel network along Gorge Road was not yet developed. In light of this network and to ensure a well-connected system, the shared path along Fryer Street now makes less sense. NTP seek a discussion regarding this shared path to confirm whether it is still required.
- If it is determined to still be required, the demand for the Fryer Street path will not only be from the NTP development. Furthermore, there are existing structures within the road reserve which have been constructed by landowners which will require removal as part of the works. Consequently, NTP have been in consultation with QLDC staff about sharing the costs of the construction of the path.
- NTP seeks assurance that this shared cost is budgeted for in the Long Term Plan as part of the Wakatipu Active Travel Upgrades project.

Development Contribution Policy

- The NTP development of the site is being undertaken in partnership with the Crown. The Development Agreement that NTP has with the Crown for the development of the site requires the delivery of a minimum of 105 Kiwibuild units by 2025 in conjunction with a minimum of 195 market units. The development objective is to provide a master planned community of 300-400 residential homes, providing affordable housing targeted at first home buyers.
- The Government intention for development is to support affordable home ownership, which is desperately needed in Queenstown
- Requiring payment of full Development Contributions for the Kiwibuild units will affect their affordability.
- It is requested that Special Assessments be allowed for in the Development Contributions Policy for the development. This would allow for the Crown (and any Crown partner) to negotiate an agreed Development Contribution amount with QLDC under the *Local Government Act 2002* which takes into account the need for affordability.

4. The submitter wishes to be heard in support of their submission.



.....
Amanda Leith on behalf of Ngai Tahu Property Limited

15 April 2021

LLOYD Nigel

Arthurs Point Community Association (APCA)

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:



Arthurs Point Community Association

Ten Year Plan Submission 2021 - 2031

1 TRAILS, TRACK AND TRAVEL

Firstly, Arthurs Point Community Association (APCA) would like to take the opportunity to thank QLDC for their efforts to date to deliver the first stage of the Arthurs Point Shared Path upgrade work. We are excited to see construction of the pathways nearing completion and to have the intersection at Amber Close and Atley Road re-prioritised with the new roundabout.

Further to this we are also grateful for the work to date that has gone into consultation, development of concepts, preparation and approval of the business case for the proposed Arthur's Point crossing upgrade. The pedestrian bridge, associated track upgrades and future new road bridge are vital pieces of infrastructure that our community needs to connect the various parts of the community, improve safety and facilitate access to Queenstown. APCA is extremely grateful for these efforts.

There are number of future projects that are in various stages of approval, funding and consenting. We are excited to see that the Arthur's Point Crossing (Pedestrian Safety Upgrade) is scheduled and funded for implementation in 2022 and that the road bridge replacement is within years 9 and 10 of the 10 Year Plan (Plan). We urge Council to maintain funding provisions for these key items.

APCA notes that there does not appear to be specific funding within the Plan for Stage 2 of the Arthurs Point Shared Path Upgrade project. However, our understanding is that this work has been funded to date from the "minor safety improvement" budget. Certainly it is APCA's view, the community's expectation and a logical conclusion that the second stage of this project will continue to be funded. We note that the parts relating to the Atley Road (Moa Track) upgrades will also be required to be completed as part of or in conjunction with the proposed Arthurs Point / Shotover River Pedestrian Bridge (2022).

These new projects, recent improvements to our neighbourhood and completion of route C5 of the Wakatipu Active Travel Network will finally provide the off-road active travel network that our community has been seeking for a long time. We are extremely grateful that these works have been funded and are to be completed early in the LTP cycle.

2 CRITICAL SAFETY & OTHER IMPROVEMENTS

Following feedback from Requests for Services, community feedback and recurrent themes in our annual community survey, APCA requests that the following items are considered as a matter of urgency and funding provided within the Plan if so required;

Pedestrian Crossing

APCA has previously requested a pedestrian crossing be installed on Arthurs Point Road near the junction of Morning Star Terrace and Mathias Terrace. While we understand that at the time the speed environment was not conducive to this we urge this to be reassessed in light of the recent speed limit reduction and necessary traffic calming measures as discussed below.

We request a safety assessment undertaken and case for a pedestrian crossing be reassessed as a matter of urgency due to serious safety concerns put forward by a number of members of our community. Concerns include the speed at which vehicles travel on this road despite recent speed limit reductions and the number of children using this crossing, particularly around the school bus pick ups/ drop offs and recent changes in regards to the school bus drop off locations and timing.

Traffic Calming/Arthurs Point Entranceways

On behalf of the community, the APCA recently commissioned a Community Masterplan. This identified the following key suggestions for traffic calming to try and encourage road users to adhere to the speed limit while travelling on Gorge Road and Arthurs Point Road through the community.

- Create an entranceway sign/feature to clearly establish the commencement of the township which could be built from stone/recycled materials and incorporate historic elements and feature lighting.
- Narrow the carriageway between the village entrances and at the village core to slow traffic and clearly indicate a change of road character. The road edging or surface could be changed to signal to driver's that they have entered an urban environment and must slow down.
- Introduce native roadside planting including clusters of beech at both road entrances to clearly mark the extent of the town, enhance containment of the road edge and assist in traffic calming.

APCA request that QLDC provide funding for traffic calming measures be assessed and implemented in the Arthurs Point community to address the immediate safety issues related to excessive speed through the community.

Bus Timetabling

Feedback has been received on the timing of the bus. The current timing of the public bus to Queenstown sees it depart prior to the arrival of the school bus and this presents a barrier to use for many Arthurs Point residents with children as they can not ensure their children are safely on the school bus and then utilise public transport. We would request that the relevant parties review this scheduling to ensure that children can be seen onto the school bus prior to the public bus departing.

3 RESERVE IMPROVEMENTS

The community has regularly identified playground equipment and children's active recreation as a priority item during APCA annual surveys. Currently Arthurs Point has three small playgrounds located in Murdoch Park, McMillan Road and within the Bullendale development. These existing playgrounds cater well for younger children but there is little available in the community for children of 6-7 years and above. Arthurs Point has a significant population of primary and highschool age children who are only minimally catered for within Arthurs Point with recreational equipment.

APCA would like to see improved facilities to enable a wider population of young people to be physically active within the community. For example provision for upgraded playground equipment to include items such as monkey bars or climbing equipment. Development of a pump track would also be well received given the community has a strong participation in biking. This could potentially fit within the existing undulating topography along the existing path to Amber Close within Murdoch Park.

4 QLDC COMMUNITY FUNDING

APCA would like to apply for QLDC's annual community funding grant of \$5,000 for the 2020/21 financial year if not already requested and received. In addition to this through the 10 Year Plan APCA would also like to apply for the \$5,000 funding allocation for years 2021/22, 2022/23 and 2023/24. APCA represents a standalone community that is not associated or linked with any other similar organisations.

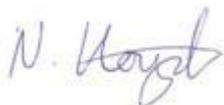
Within the last year our main project funded by previous QLDC grants was the Arthurs Point Masterplan which APCA commissioned Blakely Wallace Landscape Architects to undertake at a cost to date of \$6,000 + GST (receipt available if required). The focus for the years ahead is to develop detailed plans in relation to some of the key elements identified in this Masterplan and begin to implement these throughout the community.

Summary

Thank you for considering our submission on the 2021 - 2031 Long Term Plan. Should you require further information please contact us at the email below.

A representative from the Arthurs Point Community Association committee will endeavour to be available to speak at any hearings possible.

Regards,



Nigel Lloyd
Chairperson on behalf of the Arthurs Point Community Association



MACLEOD Gillian

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

SUBMISSION ON 10 YEAR QLDC 19 APRIL

I am going to be concise in the issues I consider important. 6 big moves.

- Implement “deafening dawn chorus”-Move the airport
- Transport: continue to expand cycle network as opposed to bus network, bus lanes are going to be impossible to implement on already narrow roads and bridges; shelve Mann street bypass (what a mess that’s going to be for years) and other big ticket projects like the 500 person seat theatre etc. Sunshine Bay and Fernhill are not expanding...so where is this bypass going exactly?
- Sale of land: do NOT sell events centre land- presumably to the airport- this is a very sneaky way of mentioning the possibility- and I presume this includes the heritage building on Events Centre Land? Just selling it to ourselves, or is there someone else involved?
- Rates: Do not increase rates on CBD which is on its knees already
- DQ: Disband DQ- we have enough tourism and its done by events or social media. Release 4m that could be available as a rates increase (yes I know its “collected” on behalf of DQ, but it is all perceived as rates)
- Water: Monitor and rate all water use immediately.

These are the 6 big moves I think council should effect as a 10 year plan. I am willing to talk to these via zoom as I will not be in Queenstown for the hearing or I can delegate my responses to someone who will.

We have had a huge shock- lets do a real reset and NOT hope for a return to previous levels.

Who exactly is begging for more and more of what we had?

WE were at breaking point as a community beset with over tourism. We do not want a return to the same accelerated levels of tourism. Most people want less, not more tourists. Here is an opportunity to make a proper stand for the community.

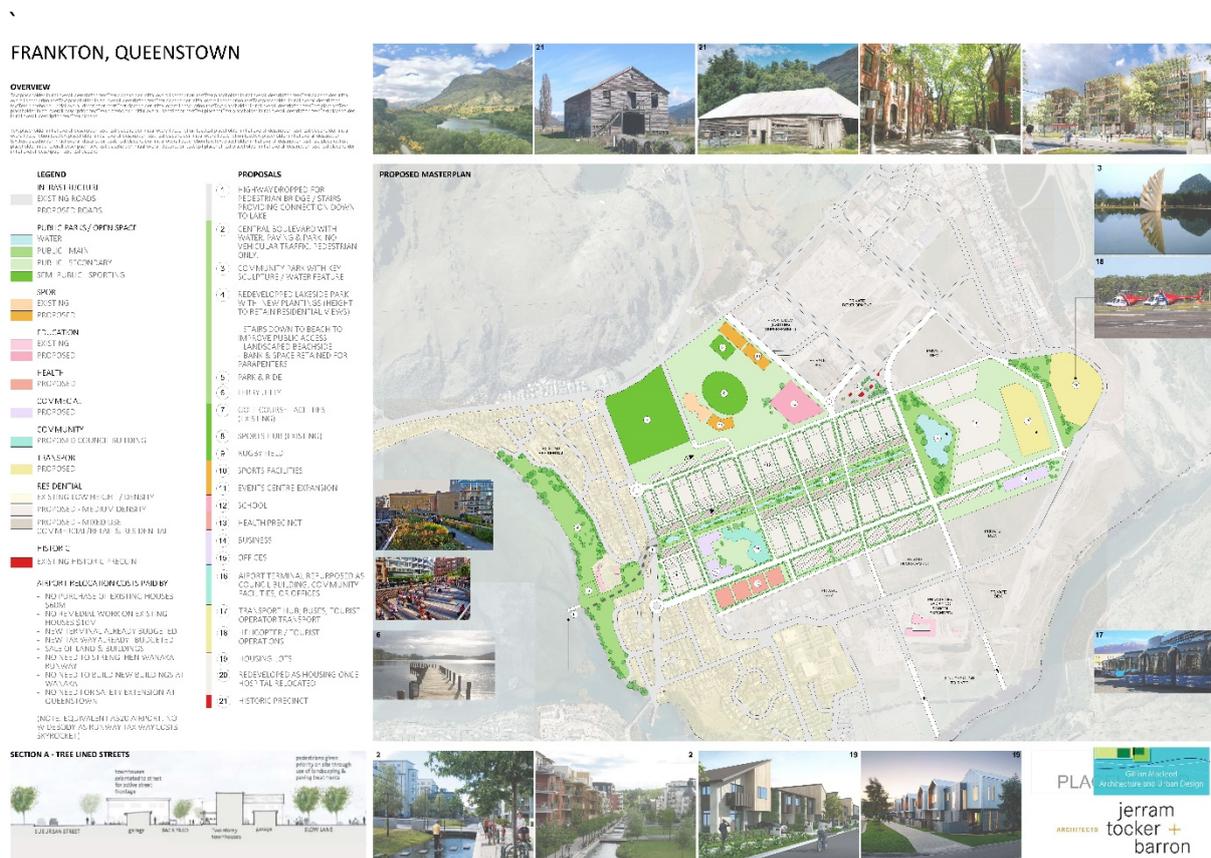
Many Queenstown people outside of tourism are flourishing and enjoying their rediscovered community and “owning” it- not sharing it with twenty tourists on a footpath. Building has not slowed down, film work is returning because its quieter and more accessible, tech is quietly booming.

One big bold ten year idea would be to actively consider what councils commissioner report aqcknowledged was a great idea- move the airport.

Moving the airport would destress Queenstown and give away its role as the transport hub of the central south island.

We would see ourselves entirely differently and consider possibilities outside tourism. Tourism will always occur- both local, national and international tourists will still be a prminent part of our identity, but not the only part.

The plan below is a radical idea. It proposes moving the airport to Tarras and using the airport land for housing and other stuff.



The spatial plan calls for 17k new homes in QLDC. This plan can accommodate that and more. Depending on the intensity of development it could contain 40k people.

Moving the airport and freeing up the land beneath the airport can meet all the objectives cited in the spatial plan.

- Consolidated growth
- Public transport easily achieved

- **Sustainable tourism system.**

By moving the airport to a more “lakes district “location, tourism is spread throughout the lakes district enabling Queenstown and Wanaka to pursue alternative markets such as film and technology. It frees up the Frankton transport hub and allows it to settle and become the centre that the plan shows- not the donut plan that exists now with the airport taking centre stage.

- **Well-designed neighbourhood**
- **Diverse**

See 3 above. By creating a master planned township we can incorporate education, events, hospital care, conference centres, green space and roading into one carefully planned centre. Wow. Get away from NOISE!!!! MAke Frankton a pleasant place to be! Wow!

FRANKTON, QUEENSTOWN

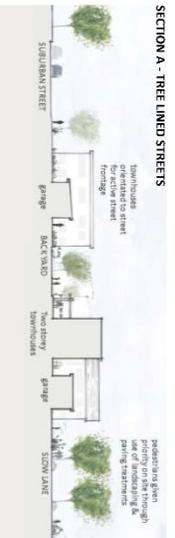
OVERVIEW

Frankton is a town of approximately 1,100 people, situated in the heart of the Queenstown region. The town is a mix of residential, commercial, and recreational uses. The town is located on the eastern shore of Lake Wakatipu, and is a popular destination for tourists. The town is a mix of residential, commercial, and recreational uses. The town is located on the eastern shore of Lake Wakatipu, and is a popular destination for tourists. The town is a mix of residential, commercial, and recreational uses. The town is located on the eastern shore of Lake Wakatipu, and is a popular destination for tourists.

LEGEND

- IN-HAS RUCTURE
- EXISTING ROADS
- PROPOSED ROADS
- PUBLIC PARKS / OPEN SPACE
- WATER
- PUBLIC - MAIN
- PUBLIC - SECONDARY
- SEMI PUBLIC - SPORTING
- SPORT
- EXISTING
- PROPOSED
- EDUCATION
- EXISTING
- PROPOSED
- HEALTH
- PROPOSED
- COMMERCIAL
- PROPOSED
- COMMUNITY
- PROPOSED COUNCIL BUILDING
- TRANSPORT
- PROPOSED
- RESIDENTIAL
- EXISTING LOW HEIGHT / DENSITY
- PROPOSED - MEDIUM DENSITY
- PROPOSED - MIXED USE
- COMMERCIAL/RETAIL & RESIDENTIAL
- HISTORIC
- EXISTING HISTORIC PRECINCT

- ### PROPOSALS
- 1 HIGHWAY DROPPED FOR PEDESTRIAN BRIDGE / STAIRS PROVIDING CONNECTION DOWN TO LAKE
 - 2 CENTRAL BOULEVARD WITH WATER, PAVING & PARK; NO VEHICULAR TRAFFIC, PEDESTRIAN ONLY.
 - 3 COMMUNITY PARK WITH KEY SCULPTURE / WATER FEATURE
 - 4 REDEVELOPED LAKESIDE PARK WITH NEW PLANTINGS (HEIGHT TO BETAIN RESIDENTIAL VIEWS)
 - 5 STAIRS DOWN TO BEACH TO IMPROVE PUBLIC ACCESS
 - 6 BANK & SPACE REPAIRED FOR PAVEMENTS
 - 7 PARK & RIDE
 - 8 FERRY LETTY
 - 9 GOLF COURSE FACILITIES (EXISTING)
 - 10 SPORTS HUB (EXISTING)
 - 11 RUGBY FIELD
 - 12 SPORTS FACILITIES
 - 13 EVENTS CENTRE EXPANSION
 - 14 SCHOOL
 - 15 HEALTH PRECINCT
 - 16 BUSINESSES
 - 17 OFFICES
 - 18 AIRPORT TERMINAL REPURPOSED AS FACILITIES, OR OFFICES
 - 19 CONCRETE BUILDING, COMMUNITY OPERATOR TRANSPORT HELICOPTER / TOURIST OPERATIONS
 - 20 HOUSING LOTS
 - 21 REDEVELOPED AS HOUSING ONCE HOSPITAL RELOCATED
 - 22 HISTORIC PRECINCT



PLA
Gillian MacLeod
Architecture and Urban Design

jerram
toker +
barron
ARCHITECTS



Figure 1hobsonville and school

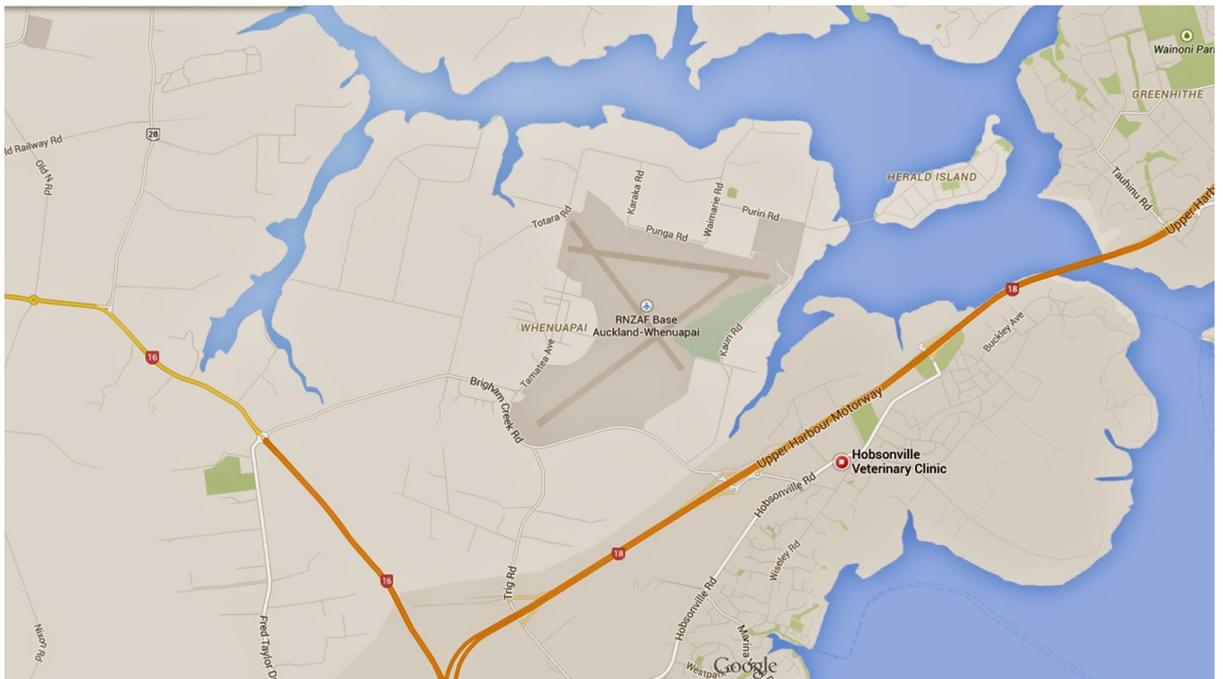


Figure 2hobsonville was an airport once, this is not new



Figure 3 Hammarby in Sweden looks so good



Figure 4 Hammarby is called the most environmental friendly city in the world



Figure 5 Hammarby is called a sustainable city. This is what the green/blue way in our design could look like

Kind Regards
Gillian Macleod resident
FNZIA
B Arch M Urban Design (Hons)

SMITH Kim

Scenic Hotel Group Ltd

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

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SUBMISSION ON 10-YEAR BUDGET 2021 – 2031

19 April 2021.

QUEENSTOWN LAKES DISTRICT COUNCIL

BACKGROUND

1. Scenic Hotel Group Limited (“Scenic”) owns and operates 17 hotels in New Zealand. Scenic is New Zealand’s largest locally owned chain of hotels and has operated in New Zealand for 40 years.

Scenic operates two hotels in Queenstown CBD. It owns and operates the Heartland Hotel Queenstown at 27 Stanley Street and it manages the Scenic Suites Queenstown at 21 Stanley Queenstown.

We refer to the Queenstown Lakes District Council (**QLDC**) Ten Year Plan 2021 – 2031 (the **Draft Plan**) and the accompanying consultation document (the **Consultation Document**). The Consultation Document calls for submissions on the Draft Plan to be received before 5:00 pm on Monday 19 April 2021 (the **Deadline**).

2. Purpose and Scope

This submission is Scenic’s response to Queenstown Lakes District Council’s 10-Year Budget 2021-2031 (**10-Year Budget**), with focus on the **Visitor Levy**.

QLDC states it has been working with Central Government officials to prepare and introduce a local bill to parliament. The local bill appears to support the introduction of a visitor levy/bed tax. Due to COVID-19 and the uncertainty around when international tourism will return, the visitor levy was put on hold.

QLDC assumption is that work will recommence on various projects and the visitor levy/bed tax will be introduced from year four (2024 – 2025).

For the QLDC to rely on a non-binding referendum completed during 2019 as the basis to revisit and include the visitor levy/bed tax through the new Draft Plan is an unacceptable attempt to introduce what is essentially a bed tax on the Queenstown Accommodation providers.

Now is not the time for bed taxes or for any regional visitor levies.

Scenic’s believes work on or introduction of a visitor levy/bed tax should be cancelled or suspended indefinitely due to the global COVID pandemic and actions taken by central Government to safeguard the health and wellbeing of all New Zealanders which forced the closure of NZ borders financially bringing tourism to its knees.

3. Submission

Scenic is a member of the Hotel Council Aotearoa (“HCA”). The Chairperson of Scenic, Mrs Lani Hagaman, is also the Chairperson of HCA.

Scenic was involved in the preparation of the detailed submission that HCA filed with Council. The HCA submission is attached to this submission (“HCA Submission”).

Scenic adopts and supports the HCA Submission in full. Scenic also wishes to make the following submission.



IMPACT OF COVID

4. The border restrictions and closures introduced by government from 19/20 March 2020 saw an immediate decline in arrivals to New Zealand. The drop was significant and as a result the New Zealand hotel sector struggled financially. Hotels suffered significant and immediate drops in revenue. Some collapsed financially and others were forced to lay off staff, restructure, close parts of their businesses and borrow to try to stay afloat in the hope that the borders will reopen.
5. Post COVID domestic tourism has not benefitted the hotel sector. New Zealand domestic travellers and families favour motels, motor camps, motor homes and Airbnb type accommodation ahead of hotels. Locals see hotels as too expensive. Attempts by Tourism NZ and RTOs to stimulate additional domestic travel have not really assisted the hotel sector. It takes 11 domestic tourists to generate the spend of 1 international tourist daily. New Zealand's relatively small domestic market will never be able to close out the shortfall because of NZ borders remaining closed to the wider international visitors. Even with the introduction of the Trans-Tasman Bubble it will take years to recover to anywhere near previous business flows.
6. Throughout COVID, the Heartland Hotel Queenstown and Scenic Suites Queenstown had much lower occupancy and yield levels. The unsold and unused hotel rooms are lost. Unlike other businesses they cannot be stockpiled for future use. Yesterdays unused rooms are gone forever.
7. While hotels have restructured and implemented various cost control measures, fixed costs cannot be avoided and have not decreased in line with decreased revenues. Certain other costs have increased because of COVID lockdown and increased government requirements. Those include new COVID-related protocols around cleaning and contract tracing and now the newly introduced increased minimum wage, a new public holiday and increases in sick leave entitlements.
8. In common with similarly-affected hotels around the world, Queenstown's hotels have responded to COVID by doing some, or all, the following to control costs:
 - Closing food and beverage outlets or reducing operating hours
 - Closing accommodation floors
 - Reducing service levels generally
 - Going dark on broadly-targeted brand advertising programmes
 - Suspending international marketing
 - Freezing all new hires, unless mission-critical
 - Reducing staff hours
 - Being forced to make redundancies
 - Halting capital investment and maintenance programmes.



9. The cost-saving measures have not been enough. Hotels are capital intensive businesses and cannot easily repivot or be used for other activities. The high level of fixed costs makes even putting a hotel into hibernation expensive with ongoing costs for security, maintenance, rates, insurance and debt servicing.
10. Hotels are simply not profitable at low occupancy levels. The low levels generated in Queenstown since the border closure in March 2020 have resulted in massive financial losses, which accumulate daily. Those losses are unsustainable.
11. Any attempt by Council to introduce a visitor levy/bed tax at any time in the foreseeable future could well be the “final straw that breaks the camel’s back” for struggling Queenstown hotels. Additional costs of that type will result in larger financial losses and push more hotels to the wall, with more job losses.

CANCELLATION OF VISITOR LEVY AND ITS REPLACEMENT

12. The Draft Plan and Consultation Document does not attempt to explain how the visitor levy/bed tax works. There is no detail within the documents where anyone can gain further information about the visitor levy/bed tax and the implication on hotel businesses. Council appear to believe a visitor levy/bed tax can simply be added to a guest account without implication on the hotel business or chance to attract future business. It cannot!
13. References to the visitor levy within the Draft Plan and Consultation Document include confirmation it will require central government support and legislation to be passed. It is confusing as there is also a statement that “Council has temporarily halted the process for drafting the necessary legislation”. What does this mean? How long is this process halted and what conversations have been had with central Government about the introduction of a visitor levy/bed tax? This information should form part of this submission.
14. It is reported only 41.45% of the eligible voters participated in the past referendum asking if a visitor levy/bed tax should be introduced. Although 81.37% supported an introduction of a visitor levy the Draft Plan has been written to suggest 81% of rate payers are in favour of the levy, which simply is not correct.

What should be reported is only 41.45% of rate payers supported the introduction of a visitor levy. This is misleading to media and the public.
15. What little information available to the rate payer regarding the introduction of a visitor levy/bed tax is highly inadequate. Further detailed information is required.
16. The current unprecedented COVID situation provides Council with an opportunity and grounds to cancel the visitor levy for good and if necessary (which Scenic does not believe to be the case) look at wider, fairer charges. Those charges should fall fairly on all providers (such as the airport, transport operators, hotels, all types of accommodation providers, hospitality, the retailers, activity operators etc) who all benefit from Council’s infrastructure and promotion of Queenstown as a destination for local and future international visitors. Should the new charges be necessary then they should be structured in such a way that they can be passed on directly to the user of the various services provided in a clear and precise manner and this would be at all levels of tourism spend within the community.
17. We would encourage QLDC to suspend the consultation process immediately, re-issue new documentation containing more detailed information about the visitor levy/bed tax and how



it will be collected and what it will be spent on and extend its deadline for submissions so all interested rate payers can be given more time for proper consideration to this important matter.

18. In the words of Mayor Jim Boulton, he quoted in the Otago Daily Times 14 April 2020.

“The last thing in the world the accommodation sector needs is another cost”.

“The reality is now we are in a different world than we were three, six, twelve months ago, when it made perfect sense.”

STATUTORY CRITERIA

19. The factual and legal analysis set out in the HCA Submission is adopted.

NEXT STEPS

20. Scenic supports Council solving the problems relating its funding of infrastructure for the township but does not accept what is set out in the Draft Plan and believes that detail is inadequate.

21. Scenic strongly supports Council pushing for better funding of infrastructure by central Government. Scenic supports the hotel and other sectors working collaboratively with Council on this.

22. Furthermore, Scenic supports the evolution of central Government funding to local Government such as the Queenstown District Council. This includes solutions such as;

Government passing back GST to Queenstown District Council,

Government contribution to Queenstown District Council based on the valuation of State assets based within Queenstown District Council territory.

Government increasing the national Tourism Levy currently collected at the borders and apportioning a percentage to Local Councils to assist with capital costs to improve infrastructure.

Scenic would encourage Council to investigate the work headed by Chris Adams the Global Head of Research & Insights GM – South Pacific Miles Partnership into various funding models. Particularly the concept of Tourism Improvement Districts or Special Recovery Districts used globally.

23. Scenic also supports a full and fair review of other funding options as set out above.

SUMMARY

24. Council should be thinking ahead and taking steps that will ensure the fastest possible recovery of all tourism, including hotels, after COVID. Hotels in Queenstown and around the country are currently in “survival mode” until normal inflows of wider international tourists resume. This could take many years and many hotels will not survive financially.



25. Hotels are key tourism infrastructure. Without them the wider international tourism industry will not flourish. Queenstown is a key national gateway. Airlines, airports, domestic transport networks and hotels are all capital-intensive assets which together create “tourism backbone” which feeds visitors into the Queenstown economy, with flow on economic benefits for many other businesses (bars, restaurants, transport etc) in both Queenstown and the wider New Zealand economy. Hotels support Queenstown’s prosperity.
26. Council has not demonstrated in the Draft Plan or Consultation Document to satisfy s101(3) of the Local Government Act 2002. “A local authority must manage its revenues, expenses, assets, liabilities, investments and general financial dealings prudently and in a manner, that promotes the current and future interests of the community”.
27. The reference to Visitor Levy set out in Council’s Draft Plan and Consultation Document contains several assertions without any supporting evidence. The documents fail to adequately consider the current ability of hotels to financially survive in comparison to circumstances that existed pre COVID and pre-border closures. There is inadequate consideration of accumulated hotel losses during the last 12 months. Council’s analysis of affordability appears inconsistent with similar analysis carried out with respect to individual ratepayers.

Scenic considers that the impact of COVID has shown the Visitor Levy/bed tax to be fatally flawed in execution and intent. Council should now use this opportunity to shelve it entirely and instead work collaboratively with all sectors who benefit from tourists and visitors coming to Queenstown, including the hotel sector, other accommodation businesses, the wider tourism industry and businesses such as airports, hospitality, restaurants, bars, transport etc on a wider, fairer, fit-for-purpose alternative funding mechanism. Such an alternative mechanism should be the subject of wide meaningful consultation and should only be introduced within a reasonable time frame after the country generally (and the hotel sector) have properly recovered from COVID. This should be done as part of a consistent, nationwide approach to the problems identified by Council and include meaningful buy-in and funding from central government.

Dated 19th April 2021

L M Hagaman

Chairwoman

Scenic Hotel Group Limited



Submission on 10-year Budget 2021-2031

16 April 2021

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Introduction

1. Hotel Council Aotearoa (**HCA**) is New Zealand's dedicated industry body for hotels and hoteliers. We represent over 140 hotels (15,600 guest rooms), including hotels located in the District.
2. We refer to the QLDC Ten Year Plan 2021-31 (the **Draft Plan**) and the accompanying consultation document (the **Consultation Document**). The Consultation Document calls for submissions on the Draft Plan to be received before 5:00 pm on Monday 19 April 2021 (the **Deadline**).

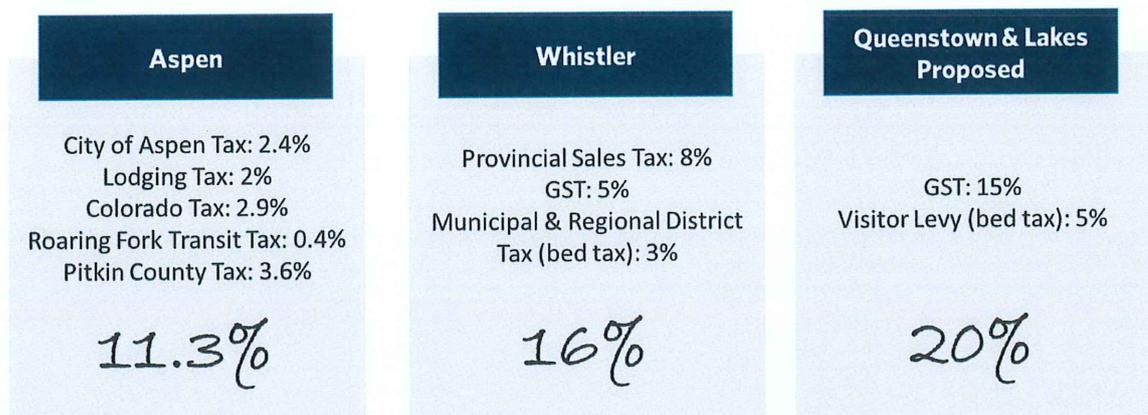
Summary

3. QLDC should accept that its visitor levy proposal is the wrong solution for the wrong problem at the wrong time. Now is not the time for bed taxes – and despite the “visitor levy” terminology chosen by QLDC, a bed tax is what this is.
4. QLDC's Mayor and Councillors are urged to show visionary leadership and abandon the visitor levy/bed tax experiment completely so that the District's tourism businesses can concentrate on rebuilding after COVID.
5. HCA has sympathy for QLDC's core problem – systemic underfunding by central government of tourism-related infrastructure. QLDC and HCA should work collaboratively and with other key stakeholders on agreeing principles for a fair, reasonable and nationally-endorsed funding model for the tourism economy that draws upon international best-practice and robust research. Solving this long-standing problem through genuine consultation and collaboration on reasonable timeframes would be the most important and enduring application of “reimaging tourism” after COVID.
6. The Consultation Document and Draft Plan contain no detail whatsoever about the visitor levy. This is hard to reconcile with it being an entirely new revenue source for QLDC and forecast to generate an amount equal to almost 10% of current annual QLDC revenues.
7. The lack of basic information about the proposed new visitor levy – such as: how it works, risks to implementation, market risks and alternative funding mechanisms – suggests these omissions may have been intentional.
8. It is surprising to us that QLDC looks to rely on a non-binding referendum completed during June 2019 (**June 2019 referendum**) as the basis for pushing through the Draft Plan now, some 22 months later and after the District's tourist economy has been devastated by COVID, border closures and the resulting collapse in international travel. It is hard to imagine how tourism could look more different today than it was in June 2019.
9. Queenstown is already expensive. A bed tax of 5% would increase total tax on commercial accommodation to 20% and decrease the region's price-competitiveness at the very time we need to rebuild demand after a global pandemic. Almost no other comparable destination globally imposes taxes of 20% on the cost of overnight accommodation. A regional bed tax is not the right response to the funding problem in the District and is not the right approach for New Zealand as a whole.
10. Bed taxes place a disproportionate burden on accommodation providers, while ignoring the impact on infrastructure from day-trippers, campervans and visitors who stay with friends and relatives, rather than in paid accommodation. Bed taxes also ignore the revenues earned by many non-accommodation, but tourism-focused businesses, such as businesses which specialise in offering tours.

11. QLDC's plans for use of monies raised through the visitor levy are opaque, unstructured and make no provision for industry involvement in decision-making, which is accepted best-practice for taxes of this type. QLDC has not addressed the market risk to future revenues that rely on the commercial performance of accommodation providers.
12. The consultation process should be halted and the Deadline extended so that deficiencies in the Consultation Document and Draft Plan can be remedied. Otherwise, ratepayers can have no confidence that QLDC has adequately discharged its legal responsibilities under the Local Government Act 2002. Ratepayers making submissions on the Consultation Document and Draft Plan are doing so on the basis on incomplete information.

What, exactly, is the "visitor levy"?

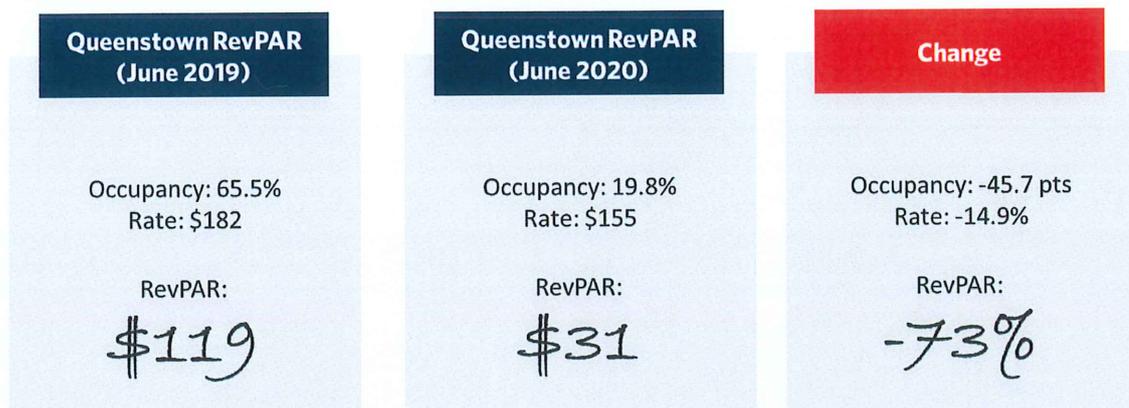
13. The Draft Plan and Consultation Document together contain 36 separate references to a "visitor levy". Anyone reading the Draft Plan and Consultation Document is simply assumed to know and understand what the visitor levy is. There is no explanation of how the visitor levy works and there is no reference in either the Consultation Document or Draft Plan to where further information about the visitor levy can be found.
14. The visitor levy is nevertheless forecast to raise a fairly precise \$162,857,000 in total over the final seven years of the period covered by the Draft Plan.
15. On average, the visitor levy is forecast to generate \$23,265,290 in each year of operation, which is the equivalent of 9.8% of all revenue forecast to be collected by QLDC for 2021/22. The visitor levy is obviously a critical component of QDLC's future revenue and fundraising strategy.
16. Of the 36 references to "visitor levy", five of them are statements to the effect that if the visitor levy is not introduced, general rates would need to increase by an additional 2.3% for the last seven years of the plan. The politicised messaging is overt – *accept this levy on "outsiders" or else prepare for your own rates to rise.*
17. Remaining references to the visitor levy include confirmation it requires central government "support" and legislation to be passed. However, there is also a statement that "Council has temporarily halted the process for drafting the necessary legislation".
18. We are left to assume the visitor levy referred to in the Draft Plan is the same visitor levy described on QLDC's website at: <https://www.qldc.govt.nz/your-council/major-projects/proposed-visitor-levy>.
19. What little information there is about the visitor levy on the QLDC website is also unsatisfactory. By way of example, the complicated issue of whether increasing the cost of overnight accommodation might decrease demand is dismissed in fewer than fifty words: *"We don't anticipate a levy of 5% on top of the accommodation cost would have a significant effect on the majority of people choosing to visit and stay in the district – it's not an unusual model and doesn't deter people from visiting international destinations such as Whistler or Aspen."* For completeness, set out below is the proposed Queenstown Lakes District tax on accommodation alongside current levels of tax that apply to overnight accommodation in each of Whistler and Aspen:



20. QLDC should be properly analysing (and sharing with ratepayers) levels of tax on accommodation in a number of competitor markets, including alternative holiday destinations in the Asia Pacific region and summertime destinations. QLDC should investigate whether bed taxes are going up, or down, in the aftermath of COVID. Basing fundamental policy change on what you “anticipate” rather than comprehensive research and analysis of international best-practice is certainly an unusual way of doing things. Do we aspire to be an internationally renowned destination, or will we shortcut our way to prosperity?
21. It is impossible for us to give a complete and reasoned response to the visitor levy proposal, and therefore to the Plan as a whole, because of the plain and obvious deficiencies of the Consultation Document. We reserve the right to make further comment after the Deadline.
22. We respectfully request that QLDC suspends the consultation process immediately, re-issues a new consultation document containing more comprehensive information about the visitor levy, and extends the Deadline so that all interested parties can give proper consideration to the nationally-important issues at stake.
23. Better yet, drop the visitor levy completely and work with industry and central government on something that’s fair and reasonable, instead.

June 2019 referendum

24. On page 9 of the Consultation Document, reference is made to a non-binding referendum in June 2019 about the visitor levy (**June 2019 referendum**). Surely QDLC is not contending that the June 2019 referendum and supporting materials are somehow incorporated as part of its legally-mandated consultation on the Draft Plan?
25. In any event, the June 2019 referendum and supporting materials are a wholly inadequate foundation upon which to build the case for a new bed tax on accommodation. It is highly doubtful that the June 2019 referendum would comply with QLDC’s own significance and engagement policy as at 2021: <https://www.qldc.govt.nz/media/vjce04tv/d-qldc-significance-and-engagement-policy.pdf>.
26. The June 2019 referendum is simply out-of-date and of questionable relevance post-COVID. It was carried out in “boom times” nine months *before* New Zealand’s borders were closed in response to COVID, which had a devastating effect on numerous Queenstown Lakes District businesses and ratepayers. Comparison of Queenstown’s hotel performance at, and 12 months after, the June 2019 referendum is startling:



27. Introducing a new bed tax at the bottom of the cycle following a global pandemic is a totally different proposition to introducing a bed tax during boom times. Funding models under consideration before the pandemic should be re-assessed by QLDC in light of new conditions.
28. It would be an extraordinary coincidence if the perfect funding solution during boom times also happened to be the perfect funding solution at the absolute bottom of the cycle, too.

COVID and other events subsequent to the June 2019 referendum

29. As part of central government's health response to the COVID pandemic, New Zealand's borders were effectively closed to international tourists on 19 March 2020.
30. On 14 April 2020, Mayor Boulton was quoted in the *Otago Daily Times* as saying:

"The last thing in the world the accommodation sector needs is another cost".

"The reality is now we're in a different world than we were three, six, 12 months ago, when it made perfect sense."
31. Since Mayor Bolt made these astute and correct observations in April 2020, the situation *deteriorated even further* and borders have remained closed much longer than anyone originally anticipated. Businesses have experienced another 12 months of catastrophic trading conditions. Many tourism sector workers have sadly lost their jobs as a result.
32. On 17 October 2020, a new Labour government was elected. Labour's election manifesto included an explicit promise that there would be "no new taxes" in the next term (the **No New Taxes Promise**). This promise was made repeatedly throughout the election campaign, including in writing by Minister of Finance, Hon Grant Robertson: <https://www.labour.org.nz/release-revenue-policy>
33. Subsequent to the October 2020 election, Hon Stuart Nash was appointed as new Minister of Tourism. On 24 December 2020, the *Otago Daily Times* reported Mayor Boulton as having met with the Minister of Tourism in November 2020, and with regards to the visitor levy:

The pair agreed to "keep talking about it", but both understood there would be "no intention of introducing it until normal trading conditions returned", Mr Boulton said.

"By 'normal' I mean we're back where everybody is making good money and we're seeing good flows of tourists through and accommodation providers are getting good occupancy rates."

34. The COVID pandemic is by no means over. New Zealand's bubble with Australia is set to open on 19 April 2021, but there is no clear timeline for when borders will open to other countries. Our domestic vaccination programme has only just started. A lot of uncertainty remains.
35. If QLDC considers the recovery will be complete by 2024/25, then it should share its reasoning, assumptions and models with ratepayers as part of this consultation process. Presumably models exist in *some* form, since the Draft Plan anticipates the visitor levy generating \$14,500,000 in 2024/25 and \$22,935,000 in 2025/26.
36. Hotels and other accommodation providers have been *accumulating losses* since New Zealand's borders closed. Some have spent their accumulated renovation reserves staying open and servicing fixed costs and debt. Surely QLDC accepts that a return to "normal" includes allowing accommodation providers sufficient time to recover fully from COVID-related accumulated losses? "Good flows of tourists" is not the point at which the sector has recovered, it's simply the *start* of the recovery for commercial accommodation providers.
37. What grounds does QLDC have for being confident that central government will continue to support the visitor levy, notwithstanding it directly contradicts the No New Taxes Promise? On what grounds does QLDC consider the visitor levy would survive any change of government that may occur during the 10-year period covered by the Draft Plan? These are sensible and fair questions for QLDC to answer properly if it proposes to base a 10-year budget around this brand new source of revenue.

Bed taxes and Queenstown Lakes District

38. Bed taxes are not a new funding mechanism, internationally. However, there are multiple issues that should be carefully considered before a bed tax is introduced. Historically, bed taxes came about in the United States because neighbouring districts sought out novel ways to raise revenue from travelling salespeople conducting business in their region.
39. Many of the practical and theoretical issues around implementing successful "tourism taxes" (note: not necessarily bed taxes) have been highlighted by research published well after the June 2019 referendum, including the research recently cited by the United Nations World Trade Organisation (<https://www.unwto.org/covid-19-oneplanet-responsible-recovery-initiatives/funding-for-a-regenerative-future-could-tourism-taxes-be-part-of-the-answer>) and by Tourism Industry Aotearoa (<https://www.tia.org.nz/news-and-updates/industry-news/tourism-taxes-the-global-context-for-a-nz-discussion/>).
40. Nothing in the Consultation Document, Draft Plan or June 2019 referendum gives ratepayers any confidence that the complicated issues surrounding tourism taxes generally, or bed taxes in particular, have been fully considered by QLDC in the wake of COVID.
41. Ratepayers have only ever been provided with one solution – the solution now presented as a *fait accompli* by QLDC in the Draft Plan.
42. Given the paucity of consultation material provided about the proposed visitor levy, at this stage we will limit our comments on the visitor levy itself to the following key observations:
 - 42.1. Queenstown is already expensive. A bed tax of 5% would increase total tax on commercial accommodation to 20% and decrease the region's price-competitiveness at the very time we need to rebuild demand after a global pandemic. Very few comparable destinations globally

impose taxes of 20% or more on the cost of overnight accommodation. When we already have 15% GST, a regional bed tax of 5% is not the right response to the QLDC funding problem and is not the right approach for New Zealand as a whole.

- 42.2. Bed taxes place a disproportionate burden on accommodation providers, while ignoring the impact of day-trippers, campervans and visitors who stay with friends and relatives. Bed taxes also ignore the revenues earned by many non-accommodation, but tourism-focused businesses, such as businesses which specialise in offering tours. A tourism funding solution imposed on all businesses and consumers in the tourism economy – rather than just commercial accommodation – would share the burden more evenly amongst all end-users of QLDC infrastructure.
- 42.3. A bed tax calculated as a percentage of rooms revenue is not fair for end-users and distorts future development. If a bed tax is the only solution, a set dollar amount per room-night (rather than a percentage of the room rate charged) is a more transparent and fair way to collect it. All overnight tourists use infrastructure in the same way, irrespective of whether they stay in high-end or budget accommodation. QLDC should not be imposing policies that effectively tilt the playing field in favour of low-cost accommodation types. The unintended consequence of percentage-based bed taxes is to incentivise more low-cost accommodation and dis-incentivise high-end accommodation development, which is a perverse outcome and bad for Queenstown and Lakes.
- 42.4. QLDC's plans for using monies raised through the visitor levy are opaque, unstructured and make no provision for industry involvement in decision-making. Industry participation in spending decisions is accepted best-practice for modern tourism taxes. It is unclear exactly what the terms "tourism-related infrastructure", "visitor related operational expenditure" and "visitor relation portion" mean. QLDC has designed the visitor levy so that it has wide discretion on how the moneys raised are spent – this is not how bed taxes work elsewhere and ratepayers should be concerned.
- 42.5. Revenue generated from the visitor levy is likely to vary dramatically from forecasts depending on the actual achieved performance of commercial accommodation businesses. Even assuming the visitor levy passes into legislation, there is no discussion anywhere in the Consultation Document or Draft Plan about this *market risk* to QLDC's future financial position. Surely taxes on variable, sector-specific, third-party revenue streams require more comprehensive analysis (and risk disclosure) than traditional local body rates imposed on comparatively static property valuations? What happens to visitor levy income and QLDC revenues *next* time we have an international pandemic, major terrorist incident, natural disaster affecting Queenstown Lakes District or global financial crisis? Will we simply stop servicing debt? The Consultation Document appears to assume the return of boom times from 2024/25 and an uninterrupted period of prosperity for the following seven years.

The funding problem we must all solve together

43. HCA has sympathy for QLDC's core problem – the ongoing failure by central government to adequately "share" the massive contributions already made directly and indirectly by tourism to central government coffers. Tourists already contribute through GST receipts on tourist expenditure, and through profits tax and PAYE generated by tourism-focused businesses. Successive central governments have systemically underinvested in tourism infrastructure – they have been happy to *receive* the financial benefits of tourism throughout New Zealand, but they have all failed to

adequately reinvest in under-strain infrastructure, leaving local authorities and ratepayers to fund the shortfall.

44. The problem is particularly severe in Queenstown Lakes District given the relatively low ratepayer population in comparison with the number of transient visitors. But the problem is in no way unique to the District.
45. It is misleading and wrong to suggest that tourists have been underpaying or under-contributing to the costs they impose on the District or New Zealand as a whole. The problem is not tourists and how much they pay. The problem is the flow of funds between central government and local authorities such as QLDC.
46. New Zealand either already has, or is considering proposals for, the following taxes and levies imposed on tourists or tourism: (a) border levies for costs of border processing on arrival and departure; (b) international visitor levy for tourism-related and conservation projects; (c) 15% GST on all purchases (without any tourist rebates) for general government purposes; (d) for self-drivers, national and regional fuels excise taxes; (e) accommodation provider targeted rate in Auckland for marketing and promotion of tourism and events by local authority; (f) visitor levy in Queenstown Lakes District for tourism-related infrastructure and operating expenses by local authority; and (g) proposed departure tax for aviation fuels research. New access charges for our conservation estate are understood to be under active consideration. Without a national solution to the tourism funding problem, it seems inevitable that different central government departments, local authorities and private sector interest groups will continue to insist that taxing non-voting tourists is the best solution to their particular problem.
47. In the context of all tourist destinations around the world planning to soon re-open borders and welcome back international travellers, it would be hugely unfortunate if New Zealand's central and local authority politicians continued to repeat the fiction that tourists in Aotearoa "do not pay their way". It is also the wrong time to raise prices without improving the overall experience. Tourists already pay more in tax to stay in Queenstown Lakes District than in many comparable destinations worldwide – it is not the tourists' fault that most of their tax is paid through a 15% GST, which is not partially remitted to QLDC. It is not the tourists' fault that successive QLDC administrations have chosen not to raise general rates and/or underinvested in infrastructure.
48. Let's stop bashing foreign tourists for domestic political gain.

HCA's call to action – true collaboration and reasonable timeframes

49. HCA considers solving the long-standing funding problem for all of New Zealand – not just the Queenstown Lakes District – would be the most important and enduring application of "reimagining tourism" after COVID. However, the solution must be properly researched, fairly applied and introduced *at the right time*, not in a manner that could slow the recovery after COVID. Local and central government should take up Hotel Council Aotearoa's call for all stakeholders to work collaboratively on an enduring solution to the funding problem.
50. HCA supports a fair, reasonable and nationally-endorsed funding model for the tourism economy that draws upon international best-practice and robust research. Our members have made substantial long-term investments in New Zealand's visitor economy and we have deep expertise in the matters under consideration. We want what's best for Aotearoa New Zealand. QLDC should join HCA in genuine collaboration to achieve the best possible response to the infrastructure funding shortfall, rather than forcing through its wrong solution to the wrong problem at the wrong time.

About Hotel Council Aotearoa

Hotel Council Aotearoa (HCA) is an advocacy-focused organisation with a mission to educate and influence key decision-makers on matters of importance to the New Zealand hotel industry. HCA's target membership encompasses hotel owners, general managers, operators/brand companies, consultants, academics, advisors and other organisations and individuals having a close professional connection with the hotel industry. HCA currently represents over 140 New Zealand hotels, comprising over 15,600 guest rooms or 5.6 million available room-nights per annum.

To learn more about HCA or to become a member, please visit www.hotelcouncilaotearoa.com or email

[Redacted]

[Redacted]

ALEF-DEFOE Sierra

The Southern District Health Board - Public Health South
Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Dunedin: [REDACTED]

[REDACTED]

Invercargill: [REDACTED]

[REDACTED]

Queenstown: [REDACTED]

[REDACTED]

[REDACTED]

SUBMISSION ON: Queenstown Lakes District Council 2021-31 Ten Year Plan

To: QLDC – Annual Plan Feedback
Queenstown Lakes District Council
Private Bag 50072
Queenstown

Details of Submitter: The Southern District Health Board
Address for Service: Public Health South
Southern District Health Board

[REDACTED]
[REDACTED]
[REDACTED]

Contact Person: Sierra Alef-Defoe
Our Reference: 12Mar04
Date: 7 April 2021

Introduction

Southern District Health Board (Southern DHB) presents this submission through its public health service, Public Health South. This Service is the principal source of expert advice within Southern DHB regarding matters concerning Public Health. Southern DHB has responsibility under the New Zealand Public Health and Disability Act 2000 to improve, promote and protect the health of people and communities. Additionally there is a responsibility to promote the reduction of adverse social and environmental effects on the health of people and communities. With 4,250 staff, we are located in the lower South Island (South of the Waitaki River) and deliver health services to a population of 335,900. Public health services are offered to populations rather than individuals and are considered a “public good”. They fall into two broad categories – health protection and health promotion. They aim to create or advocate for healthy social, physical and cultural environments.

This submission is intended to provide general commentary to the Queenstown Lakes District Council (QLDC) on the 2021-31 Ten Year Plan.

General Comments

The Public Health Service applauds QLDC's desire to continue to make progress in the current unpredictable environment and to take the opportunity to reassess council investments. *He Mahere Kahurutaka - Ten Year Plan 2021 -2031* provides a sound platform to consider how the effects of COVID-19 affects local economy, and community wellbeing.

Please find enclosed our feedback on your plan in the table below. Items 1 and 2 are issues of interest to us in the order they appear in your plan. Additional priorities for Southern DHB are listed as A – G.

	QLDC 21-31 Big Issue	Additional DHB priorities	Our position	Comment
1	Delivering safe and reliable 3 water services for our communities		Option 1 supported	<p>The Three Waters Reform Programme is acknowledged to be in its early stages operationally within Queenstown Lakes and Public Health will continue to provide support and monitor any issues which are reported. Specific comments:</p> <p><u>Wastewater:</u></p> <ul style="list-style-type: none"> Multiple communities have been highlighted over previous years as requiring investment and we applaud the proposed investment (Cardrona, Hāwea, Frankton Track, Kingston, Glenorchy, Tapuae Southern Corridor, Project Pure – Wānaka and Project Shotover). The threshold of population density in rural-residential communities needs to be identified to appropriately transition communities into a reticulated system, therefore appropriately managing sustainable growth management while maintaining transparency with residents. Knowledge of residents needs to be increased on how on-site sewage operates and required maintenance to minimise system failure. <p><u>Drinking water:</u></p> <ul style="list-style-type: none"> All eleven QLDC registered drinking water supplies have a current approved water safety plan (WSP) All eleven QLDC supplies do not have adequate treatment process in place to achieve the protozoa compliance with the DWSNZ We continue to support community water fluoridation as an important public health measure in the maintenance of oral health and prevention of tooth decay. The growth of independent small supplies in rural-residential communities and in more remote locations remains a risk. <p><u>Stormwater:</u></p> <ul style="list-style-type: none"> We support the ongoing investment in stormwater runoff controls to prevent flooding events and contribute to the water quality within the urban catchment.
2	Meeting the transport needs of our communities and ensuring capacity and choice		No position	<p>The Queenstown area has seen gradual uptake of public and active transport. These healthy and sustainable transport methods can be further strengthened by:</p> <ul style="list-style-type: none"> Promoting walkability with more enforceable pedestrian crossings and pedestrian right-of-way. Improving public transit system in order to meet peoples' needs, i.e. timeliness, frequency, expanded route networks. Increasing cycling safety by bolstering cycling infrastructure connecting more parts of the Queenstown area to the protected cycle trail network.
3	New targeted rate on Queenstown town centre properties			No comment
4	Increasing user fees and charges			No comment
A		Alcohol harm reduction	Recommendation	<ul style="list-style-type: none"> Local emergency department related admissions validate the "party town" attraction for those between the ages of 18-34. A tripartite agreement between Police, council and Public Health has been previously mooted and we strongly recommend that this action is revisited in the absence of a Local Alcohol Policy. This would involve these three agencies working together at a strategic level, and an agreed vision would subsequently guide future operational decisions and harm reduction planning. Preliminary discussions are noted to have occurred in late 2020 between Police and council.
B		Smokefree 2025	Recommendation	<ul style="list-style-type: none"> Encouraging smokefree (including vape-free) behaviour is a way that council can help reduce preventable deaths and chronic illnesses. This is a key step to ensure the environment supports health and wellbeing - priorities stated in QLDC's Vision 2050. Smokefree policies help to improve air quality and reduce litter. Southern DHB would like to see the successful pre-COVID Smokefree Beach Trial implemented into practice. Next steps could include smokefree parks and trails, and smokefree outdoor dining. Data shows smokefree policies do not adversely affect business and tourism.
C		Clean air issues	Recommendation	NIWA research should provide guidance to the Arrowtown community. We would suggest that council are responsible to develop and lead an operational plan, Southern DHB are happy to provide support for this work.
D		Recreational water	Commentary only	A positive tripartite relationship with Otago Regional Council, Public Health and local councils is well established which provides a solid platform to progress this activity. We see QLDC as a leader in this area.
E		Wellbeing	Recommendation	Our wellbeing is influenced by where we live, learn, and play. There are avoidable differences in health status seen within and between communities of which QLDC decision making has the ability to influence many both directly and indirectly. Examples include housing, food security, accessibility to active and public transport, availability of alcohol and tobacco and mental health. We will continue to support the council with our actions (policy review, monitoring and recommendations) where possible before formal engagement occurs.

F		Food security		<ul style="list-style-type: none"> Improving the community's access to affordable, healthy, and safe food requires a collaborative approach from a range of areas including local government. Due to the impact COVID-19 has had on Queenstown there has been an increase in the number of individuals accessing emergency food such as food banks. There is a need for action influencing long term food security. Southern DHB would like to collaborate with QLDC to support the community with the knowledge, resource and resilience required to become food secure.
G		Sustainable Development Goals	Commentary only	Common language between public health and QLDC is important as we continue our relationship. The United Nations Sustainable Development Goals are a way of ensuring a commitment to sustainability in its wider sense; it has become increasingly popular at a local government level. We appreciate and support the efforts QLDC are putting into Climate Change and Community Development and are happy to help in any way we can.

Summary

Southern DHB appreciates the opportunity to comment on the 2021-31 Annual Plan consultation document.

We wish to be heard in regards to this submission.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Sierra Alef-Defoe'.

Sierra Alef-Defoe
Health Promotion Advisor

ALLAN Tim

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Council's responses to climate change are inconsistent. On one hand, Council claims to be concerned about climate change, but, on the other hand, Council wants to build a jet-capable airport at Wanaka. The building of a new airport is unwanted and not needed, and is not consistent with a responsible approach to climate change.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

See attachment.

The focus of the submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme. The Council's spend, of at least \$8.1M (if not up to \$19.6M), on the Cardrona

Water Supply scheme is strongly opposed.

Council's plans are based on an expansion of the Mt Cardrona Station (MCS) water scheme, which will be vested in Council when operational. However, the MCS water consents specifically state that water can only be used for the MCS development. It cannot be used to supply Cardrona Village. It would be financially irresponsible for Council to set aside funds in the LTP for a water supply to Cardrona Village when it does not have ORC water consents that allow provision of supply to the Cardrona Village.

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION TWO: Council reconsiders prioritisation and funding or non-funding of one or more transport projects

Please tell us more about your response:

I urge Council to seriously look into a morning and evening public commuter service between Wanaka and Queenstown. We live beside Cardrona Valley Road, and there is a constant stream of early morning commuters heading to work in Queenstown.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION TWO: Fees and Charges not increased

Please tell us more about your response:

It is unreasonable for Council to increase charges any more than CPI. Incomes are not going up, so how can Council justify such large increases?

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Submission on the LTP – Cardrona Water Supply

1. The Council's spend, of at least \$8.1M (if not up to \$19.6M), on the Cardrona Water Supply scheme is strongly opposed.

2. This is because:

(a) The Council has not demonstrated a need to invest in the scheme.

(b) In particular:

(i) the Council has not demonstrated a need in terms of water quantity. Sufficient quantity of water supply already exists for Cardrona Village through the existing private schemes (and their consents); and

(ii) to the extent that the Council considered there to be a need to intervene to ensure water quality standards are achieved, because of existing failures, it acted on incorrect and incomplete information, which it did not give the existing suppliers the opportunity to respond to. The current systems and operations will achieve the appropriate standards.

(c) The Council therefore has no need to invest in a competing system.

(d) This is particularly the case where:

(i) the new system is a joint venture with a private developer, where the Council has refused to disclose the financial terms of that agreement;

(ii) the Council has not, in its LTP, identified transparently the costs to ratepayers and/or developers through rates, connection charges, and/or development contributions;

(iii) any connection costs, for those with existing connections or contracts with the current operators will be an additional cost to them;

(iv) the Cardrona Village Community has overwhelmingly told the Council that it does not want the Council to invest in a new system (but there has been no evidence that this direct feedback has ever been given to the Councillors);

(v) Council's plans are based on an expansion of the Mt Cardrona Station (MCS) water scheme, which will be vested in Council when operational. However, the MCS water consents specifically state that water can only be used for the MCS development. It cannot be used to supply Cardrona Village. It would be financially irresponsible for Council to set aside funds in the LTP for a water supply to Cardrona Village when it does not have ORC water consents that allow provision of supply to the Cardrona Village; and

(vi) the Council has refused to, or has at least failed to take any positive steps towards, the solution tabled by the Cardrona Valley Residents and Ratepayers Society and the two existing water supply operators, that each party "engage an independent consultant to examine the existing scheme to determine whether or not the replacement system was necessary given the current systems water quality, availability infrastructure and associated cost benefits".

3. Councillors are requested, at the very least, to pause and defer making a decision to fund the new Cardrona Water Supply scheme until the process identified above has been undertaken; or it otherwise has better, independent, information before it on these matters.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

RICHARDS Juliette

Wanaka/Upper Clutha area

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(v) Council's plans are based on an expansion of the Mt Cardrona Station (MCS) water scheme, which will be vested in Council when operational. However, the MCS water consents specifically state that water can only be used for the MCS development. It cannot be used to supply Cardrona Village. It would be financially irresponsible for Council to set aside funds in the LTP for a water supply to Cardrona Village when it does not have ORC water consents that allow provision of supply to the Cardrona Village; and

(vi) the Council has refused to, or has at least failed to take any positive steps towards, the solution tabled by the Cardrona Valley Residents and Ratepayers Society and the two existing water supply operators, that each party "engage an independent consultant to examine the existing scheme to determine whether or not the replacement system was necessary given the current systems water quality, availability infrastructure and associated cost benefits".

3. Councillors are requested, at the very least, to pause and defer making a decision to fund the new Cardrona Water Supply scheme until the process identified above has been undertaken; or it otherwise has better, independent, information before it on these matters.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

CHAPMAN Paul

Glenorchy

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

We live in the information age and have information technologies that are Personalized, Pervasive and very Powerful. With a little thought, these technologies could be used by Council to influence the direction of the district's development. In particular:

- In the information domain, two disparate sources of information can be combined by division. For example, the current 10yr plan contains two major elements (climate crisis and the economy) that can be combined into a single metric (GDP/ L(fossil fuel)). This would enable identification of those activities/businesses that satisfy both economic and climate change goals.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION TWO: Spread the Water Treatment Programme over the ten years

Please tell us more about your response:

We live in the information age and have information technologies that are Personalized, Pervasive and very Powerful. With a little thought, these technologies could be used by Council to influence the direction of the district's development. In particular:

- Environmental impacts can be internalized (details as to how this can be achieved for N pollution from sewage are contained in my submission to the Council's 3-waters bylaw hearing). Information in this form (N in receiving waters from sewerage from a house in Glenorchy) can then be combined with the intent of the Council's Spatial Plan (Glenorchy to remain low density development), the natural hazards (such as flooding risk and the 30+ m of liquefiable sand that underlie Glenorchy) and the Council's KPI of reduced water consumption by year 10 (40% of which is used in the toilet).

A conventional sewerage system as proposed for Glenorchy in this 10yr plan may be found to be sub-optimum when viewed within these wider contexts, but without this investigation we will not know until the alpine fault ruptures and the difficulty of coping with the aftermath is experienced. Better to have this investigation before the technology is locked in, and this becomes possible if the Council were to fully embrace the potential that lies before us by allowing all the information to exist within the decision framework.

- This same information system (N in receiving water and the impacts of different technology choices on the N value from a legal title) could also be applied to Lake Hayes.

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION ONE: Rates recovery focused on wider CBD ratepayers

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

CLIFFORD ALatsair

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

While we need to do our bit and continual improve how interactive with our environment, the approaches needed to be balance. I note there are proposed very large cycle projects that come with significant costs. I must be remembered that we are a four season town, and cycling to and from work in the winter is not practical for the vast majority. The costs of these project simply cannot be justified for the small number of users. A argument of influencing behaviour by reducing parking etc to encourage cycling is ill thought out, and should not be forced upon the majority of rate payers by a vocal minority.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION TWO: Spread the Water Treatment Programme over the ten years

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION ONE: Council confirms the prioritisation and funding or non-funding of transport projects as outlined

Please tell us more about your response:

The planned spend in cycle routes is both excessive and ill conceived. The does not appear to be sufficient research into who the potential users are, what the purpose of using the trails are and for what months of the year they will use them. Recreational cycling should not be confused with commuter transport.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION ONE: Rates recovery focused on wider CBD ratepayers

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

The transport policy appears to have been hijacked by those with a very environmental agenda. While the environment must be taken into account, the resulting policy must be well thought out.

Not everyone can catch a bus or ride a bike to work. Some residents have small children to drop off or pick up from day care. Some have multiple children to drop off or pick up from extraocular activities. Not everyone travels directly to and from home to work. The current bus schedules and bus routes do not allow for these scenarios, nor have the flexibility to handle this.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

CURTIS Martin

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

Submission on the LTP – Cardrona Water Supply

1. The Council's spend, of at least \$8.1M (if not up to \$19.6M), on the Cardrona Water Supply scheme is strongly opposed.

2. This is because:

(a) The Council has not demonstrated a need to invest in the scheme.

(b) In particular:

(i) the Council has not demonstrated a need in terms of water quantity.

Sufficient quantity of water supply already exists for Cardrona Village through the existing private schemes (and their consents); and

(ii) to the extent that the Council considered there to be a need to intervene to ensure water quality standards are achieved, because of existing failures, it acted on incorrect and incomplete information, which it did not give the existing suppliers the opportunity to respond to. The current systems and operations will achieve the appropriate standards.

(c) The Council therefore has no need to invest in a competing system.

(d) This is particularly the case where:

(i) the new system is a joint venture with a private developer, where the Council has refused to disclose the financial terms of that agreement;

(ii) the Council has not, in its LTP, identified transparently the costs to ratepayers and/ or developers through rates, connection charges, and/or development contributions;

(iii) any connection costs, for those with existing connections or contracts with the current operators will be an additional cost to them;

(iv) the Cardrona Village Community has overwhelmingly told the Council that it does not want the Council to invest in a new system (but there has been no evidence that this direct feedback has ever been given to the Councillors);

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3. Councillors are requested, at the very least, to pause and defer making a decision to fund the new Cardrona Water Supply scheme until the process identified above has been undertaken; or it otherwise has better, independent, information before it on these matters.

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Submission on the LTP – Cardrona Water Supply

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(b) In particular:

(i) the Council has not demonstrated a need in terms of water quantity.

Sufficient quantity of water supply already exists for Cardrona Village through the existing private schemes (and their consents); and

(ii) to the extent that the Council considered there to be a need to intervene to ensure water quality standards are achieved, because of existing failures, it acted on incorrect and incomplete information, which it did not give the existing suppliers the opportunity to respond to. The current systems and operations will achieve the appropriate standards.

(c) The Council therefore has no need to invest in a competing system.

(d) This is particularly the case where:

(i) the new system is a joint venture with a private developer, where the Council has refused to disclose the financial terms of that agreement;

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Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

DAN Wells

RCL Henley Downs Ltd

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Note that some comments below under the DC policy section (such as the cost of the southern corridor wastewater pipeline) may also be relevant to the LTP. Also some comments overlap with the consultation on the Parks and Open Spaces Strategy

Q. Please use this space to comment on the draft Policy on Development Contributions:

Wastewater

There is a significant increase in development contributions for wastewater. A significant contributor seems to be the wastewater project for the southern corridor. At over \$40 million this seems to be extremely high – several times more expensive than the project that RCL led to connect Hanley's Farm and the Jacks Point Village into the network. It is requested that a thorough independent review of the cost estimate and its underlying assumptions be undertaken before the LTP is adopted. Reducing estimated costs of the project would present opportunities both to reduce the development contributions levied on developers and free up Council budget for

other projects.

The draft LTP proposes spreading the cost of the southern corridor wastewater pipeline across the Queenstown development contribution area. RCL is concerned that burdening Hanley's Farm with the cost of this pipeline is unreasonable. RCL had to spend several million dollars in to extend a wastewater pipeline to meet the Council network. It would appear that Council proposes to build the pipe all the way to new developments in the southern corridor while subsidising the cost on developments such as Hanley's Farm which will not benefit from the works. RCL considers this to be inequitable, and not in the spirit of the agreement it entered into with Council over building this infrastructure.

Community facilities

A very large 175% increase is proposed over the current development contributions for this category. This raises questions as to whether the budget is falling disproportionately on new development – via development contributions (DCs) - rather than the existing rating base. An explanation of the split of proposed costs between new development (development contributions) and on existing residents (rates) is sought as we have not found it easy to ascertain this information from the consultation material. Depending on what that analysis shows, RCL considers that development contributions may need to be reduced to ensure a fair split.

Reserves

The increase in the reserve improvement development contributions is supported provided the intention to reduce the land area development contribution is confirmed. It is RCL's experience that the importance of the size of reserves can be overstated and that investment in improvements is often more important in achieving valued community spaces.

RCL questions how the premier sportsground referred to be funded (e.g. contribution of rates on existing properties vs DCs). If DCs for this purpose are needed the cost burden should not fall disproportionately on new development. An explanation of the split of proposed costs between new development (development contributions) and on existing residents (rates) is sought as we have not found it easy to ascertain this information from the consultation material. Depending on what that analysis shows, RCL considers that development contributions may need to be reduced to ensure a fair split.

It is helpful to have more guidance on reserves incorporated into the DC policy as the status of the reserve strategy when undertaking subdivisions that propose reserve land has been questionable. RCL considers that there is too much emphasis on predominantly flat spaces in the proposed document. Parks that use slope can, if well planned, be more interesting than flat spaces and provide views etc for public enjoyment. This should be considered on a case-by-case basis accounting for improvements proposed. It is recommended that the wording be softened on this matter.

The policies relating to development contributions and the Parks and Reserves Strategy indicate that DC credits for premier sports grounds are unlikely to be provided in instances where developers have undertaken works or provided land toward that purpose. It would be useful if the policy were amended to envisage situations where credits may be granted, as there may be opportunities where companies like RCL can work with Council to help provide such facilities.

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

STOKES Ruth

Queenstown Chamber of Commerce

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

The chamber considers council could take a greater role in leading a step-change in the management of climate impacts, with progress to date being incremental.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

The chamber considers all businesses and residents should have access to safe, reliable water supplies and wastewater treatment that protects and enhances the district.

The chamber encourages council to identify and communicate early any risks or issues relevant to businesses in the future costs for these services, given they will be levied by a third party in time.

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION ONE: Council confirms the prioritisation and funding or non-funding of transport projects as outlined

Please tell us more about your response:

The Queenstown chamber of commerce encourages council to recognise its business community's interests in parallel with those of residents and ratepayers. Access to key employment areas and mode choice must be prioritised, and completing networks is necessary to ensure ongoing access and supporting choice. For example, the Henry Street to Man Street section of the bypass is critical in delivering access, amenity and safety benefits to CBD and provides a platform for the delivery of enhanced community facilities as well as an improved business operating environment. This section of work provides the opportunity to consider the development of an outdoor amphitheatre, complementing the proposed arts centre and providing greater diversification of offerings in the town centre.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

The Queenstown chamber of commerce encourages council to recognise its business community's interests in parallel with those of residents and ratepayers. Improving access, amenity, activation and safety of the town centre underpins ongoing economic performance that contributes substantially to the district's health, wealth and wellbeing. The introduction of a targeted rate needs to deliver holistically for the key businesses affected, the rate needs to support a range of outcomes rather than be infrastructure only focused.

The chamber recommends that any targeted rate should take into account the governance and management necessary to oversee and support the delivery of both physical works, including amenity and safety improvements, as well as activations, such that a successful, thriving commercial centre is ensured into the future. The chamber recommends the establishment of a Queenstown centre advisory board to assist and advise on centre issues and achieving the vision and strategic outcomes of the town centre masterplan. Further, the chamber recommends the establishment of a business improvement district to directly plan, promote and deliver amenity, activation and safety initiatives as well as representing the central business interests directly to council.

The chamber also recommends reconsidering the area of benefit in contributing to the targeted rate, particularly if it were to be extended to include delivering a range of outcomes to underpin the town centre's future success.

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

The chamber encourages council to consider its service delivery on the basis of value for money, as well direct cost.

Consenting timeframes and fees, as well as other regulatory services need to be underpinned by a customer service ethos, with time as well as charges being equally recognised as a cost to those using these services. Greater support for people accessing regulatory processes to navigate requirements in a timely and cost-effective manner is encouraged.

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Visitor levy

The chamber agrees the additional costs associated in delivering infrastructure and services to support a visitor population needs to be recovered through a mechanism over and above rates imposed on businesses and residents. The chamber encourages further work to be done on mechanistic options available given the substantial contribution made by the region to the national tax take.

The chamber also strongly advocates that prior to any final decisions, that a clear plan on what would be funded and how it would directly benefit businesses be presented for consultation and engagement.

Resourcing and delivery

The chamber strongly encourages council to communicate more clearly to businesses and residents on how it plans to deliver the significantly increased programme contained within the draft Long Term Plan, to provide assurance given the profile of achieved spend in prior years.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

HARMAN John

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

We should not be truck sewage to a land fill

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

The plan is completely wrong

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION TWO: Apply costs to the existing Wakatipu Roding Rates

Please tell us more about your response:

All benefit all should pay . It is quite frankly absurd and misleading to say all rate payers closer to CBD benefit by pedestrianisation , in fact we suffer .

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

We need no cars in central CBD service vehicles and golf carts only with bikes and pedestrian . We need huge carparkon cemetery site . With two lane hiway in and out .

All rental cars and bikes located in this car park

All buses into and out of this 7 storey car park . There should be Tunnel under car park to link up to Glenorchy rd

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

LEE MICHAEL

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

The focus of the submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

The focus of the submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

The focus of the submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

The focus of the submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

The focus of the submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

The Council has presented its investment in a new water treatment plant at Cardrona as a decision that it has already made. This is misleading as the Council has specifically deferred that decision to await the outcome of the LTP process. The cost is stated in most places at \$8.1M, but a further cost 10 years from now is also given of \$11.5M; i.e amounting to \$19.6M. Funding remains unclear as it is stated at one point as being from rates, and at another point from development contributions. In neither case does the LTP disclose what the targeted rates, connection charges, or development contributions will be.

Q. Please use this space to comment on the draft Policy on Development Contributions:

The DC policy identifies costs beyond \$8.1M with nearly \$14m costs identified for water supply headworks, and \$2.5M for pipeline works. It also fails to identify what development contribution is to be levied in new development at Cardrona (nor are targeted rates or connection fees identified.)

This makes it impossible for developers/ratepayers to understand the costs of the Scheme to them. If those affected cannot understand this, then they cannot provide meaningful feedback and the LTP process is fundamentally flawed.

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

n/a

Q. If you have a pre-prepared submission, you can upload it below.

Please note that we can only accept .docx files.

Additional documents or PDF files can be emailed to letstalk@qldc.govt.nz

Submission on the LT1.docx

Submission on the LTP – Cardrona Water Supply

1. The Council's spend, of at least \$8.1M (if not up to \$19.6M), on the Cardrona Water Supply scheme is strongly opposed.

2. This is because:

(a) The Council has not demonstrated a need to invest in the scheme.

(b) In particular:

(i) the Council has not demonstrated a need in terms of water quantity. Sufficient quantity of water supply already exists for Cardrona Village through the existing private schemes (and their consents); and

(ii) to the extent that the Council considered there to be a need to intervene to ensure water quality standards are achieved, because of existing failures, it acted on incorrect and incomplete information, which it did not give the existing suppliers the opportunity to respond to. The current systems and operations will achieve the appropriate standards.

(c) The Council therefore has no need to invest in a competing system.

(d) This is particularly the case where:

(i) the new system is a joint venture with a private developer, where the Council has refused to disclose the financial terms of that agreement;

(ii) the Council has not, in its LTP, identified transparently the costs to ratepayers and/or developers through rates, connection charges, and/or development contributions;

(iii) any connection costs, for those with existing connections or contracts with the current operators will be an additional cost to them;

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(v) Council's plans are based on an expansion of the Mt Cardrona Station (MCS) water scheme, which will be vested in Council when operational. However, the MCS water consents specifically state that water can only be used for the MCS development. It cannot be used to supply Cardrona Village. It would be financially irresponsible for Council to set aside funds in the LTP for a water supply to Cardrona Village when it does not have ORC water consents that allow provision of supply to the Cardrona Village; and

(vi) the Council has refused to, or has at least failed to take any positive steps towards, the solution tabled by the Cardrona Valley Residents and Ratepayers Society and the two existing water supply operators, that each party "engage an independent consultant to examine the existing scheme to determine whether or not the replacement system was necessary given the current systems water quality, availability infrastructure and associated cost benefits".

3. Councillors are requested, at the very least, to pause and defer making a decision to fund the new Cardrona Water Supply scheme until the process identified above has been undertaken; or it otherwise has better, independent, information before it on these matters.

HAYES John

none

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION ONE: Council confirms the prioritisation and funding or non-funding of transport projects as outlined

Please tell us more about your response:

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

I am deeply distressed that your plan will destroy the community of ordinary residents in Brisbane street and accordingly oppose this proposal

Queenstown has thanks to Covid become a pleasant place to live again. It is no longer overrun by too many people. We need not to exclude tourists but to thin their numbers by increasing their cost to the facilities and environment they can enjoy. I oppose the expansion of the CBD into residential streets.

I would support the imposition of a 3% CESS or tax as Singapore does on ALL Tourist Activity

I have other issues to raise at the hearing

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

It Makes no sense to increase the cost of building consents by 10 % when the country needs to build more accommodation

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

EDGAR Eion

Queenstown/Wakatipu

Q. Responding to Climate Change

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Please tell us more about your response:

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PDF submission attached

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Q. Please use this space to comment on the draft Policy on Significance and Engagement:

"Tussocks", [REDACTED]

Monday 19 April, 2021

Queenstown Lakes District Council

Written submission and request to be heard for the 10 Year Plan 2021 – 2031

My submission is in support of Queenstown-Lakes District Council providing significant funding to properly support the arts in Queenstown in the 10 Year Plan.

Background

Jan and I have supported the arts at a national and local level:

- Founding donor and Trustee of the Arts Foundation of New Zealand
- Founding donor & Patron of Three Lakes Cultural Trust
- Showbiz Queenstown Patron
- Kelvin Heights loop Sculpture Park – funding for public sculptures in conjunction with our son Jonty Edgar

I believe that not enough funding or emphasis has been given to the local arts and culture in the past.

Our community is reasonably well equipped to meet a lot of community and national sporting needs and Council has invested significantly in sporting assets. There is a major gap in investment in high quality, fit for purpose and functional arts and cultural spaces/assets. I encourage council to provide significant funding for dedicated assets for the arts and culture in its 10 Year Plan.

So many benefits would accrue from this partnership:

- It would start to diversify the Queenstown economy. Creative industries reportedly contribute \$17.5Billion to NZ's GDP
- It would provide a platform where anyone in the community can immerse themselves in the creative process and find potential long term pathways/careers in the creative industries
- Over time, arts and culture can become a significant artistic and economic driver in revitalising the Queenstown economy

Arts and Culture:

- drives social cohesion – contributing to positive physical and mental health outcomes
- should provide equal access for the whole community – a community, grassroots, arts and cultural initiative that has options for every member of the community to engage
- is a place to share our heritage and embrace our multi-cultural and diverse community
- creates reasons for visitors to stay longer and return for additional visits to a region through a developed cultural vitality

A community arts and culture centre for practice and performance in Queenstown is long overdue. The current premises in Stanley Street are wholly inadequate. I encourage the council to be bold and enter into a public private partnership to provide high quality fit for

purpose functional arts and culture spaces. I predict such spaces will be filled before they are ready for occupation.

I wish to be heard.

Thank you,



Sir Eion Edgar

M: [REDACTED]

FARMER Bruce

Sustainable Glenorchy

Glenorchy

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Submission on the 2021-2031 Ten Year Plan

19 April 2021

Sustainable Glenorchy (SG) was established in 2016 by a group of Glenorchy residents, who were concerned about the consequences of some of Queenstown Lakes District Council's (QLDC) proposals for Glenorchy.

The aim of SG is to ensure that local and central government decisions that affect the people and the environment of Glenorchy are made with meaningful public involvement and discussion. These decisions should be consistent with the principles of sustainable management (according to the Resource Management Act) and the Glenorchy – Head of the Lake 2001 Community Plan plus Glenorchy Visioning Community Report 2016 (Glenorchy Community Plan).

We are not utilising the online submission form at LETSTALK.QLDC.GOV.NZ as we believe the options provided are limiting and we are unable to satisfactorily provide a meaningful response to the 'consultation document' through this process. The options do not tell us what the cost of each option is in terms of cost, amenity, wellbeing etc, which is not helpful in assessing each option.

We are concerned that this Ten-Year Plan (TYP) is a continuation of old assumptions and 'business as usual' despite the district, New Zealand and the world having been tipped upside down by a major global pandemic. It is definitely time to ditch some projects that do not fit with the new world and to think creatively, particularly in the way we work towards zero carbon emissions in the future. Emission reduction should be a key driver in all Council decision making.

We support:

- 1. An increase in public transport services and active travel**
The increase should be across the district including townships and rural areas.
- 2. Living wage**
QLDC should pay the equivalent of the living wage.
- 3. District wide rating on water supply**
We support district wide rating on water supply.

We do not support:

- 1. The construction of a car parking building**
This is completely nonsensical and does not fit with the vision Zero Carbon Communities. If you construct a parking building people will continue to drive their cars and not seek alternative means of travel. Funding for new infrastructure focussed on cars, such as a car parking building, should be deprioritised.
- 2. The Queenstown Arterial project**

We note contracts are already in place for the first stage of this project. However, we believe the later stages should be ditched. This is highlighted as a possibility if the external funding is either not available or significantly reduced. The TYP suggests the consequences of this would be continued congestion, however with public transport and active travel as prioritised investments then congestion should diminish.

3. The new Performing Arts Centre

If Council abandons the later stages of the Arterial Project then the Memorial Hall (recently upgraded) will not need to be decommissioned and therefore the new Performing Arts Centre would not be required.

4. Project Connect

New Council offices are unnecessary in this post Covid world. We believe most staff members will be working from home for much of the time. This should mean that Council can continue to work from their current building. The way we work is changing radically. Council needs to adapt to this new environment.

5. Lakeview Precinct

Council should withdraw from the agreement with the developer and investment company for the development of the Lakeview land. There is nothing positive about this project, it will cost an outrageous amount of money over 10 years, provide unwanted competition with local retail, hospitality and accommodation businesses in the CBD; and reduce the viability of the CBD which is already seriously struggling. This land would be better served to provide affordable accommodation for workers.

6. Waste management reprioritisation

We do not agree with the decision to reprioritise the provision of better management of construction waste and organic waste. The QLDC website states "Construction and demolition waste accounts for approximately 30% of the material sent to Victoria Flats landfill via the Queenstown Lakes District transfer stations." Surely this statement warrants the inclusion of the management of construction and organic waste in the TYP.

7. District-wide rating on wastewater

We do not currently support district-wide rating on wastewater as we do not believe the previously notified hybrid-gravity scheme is appropriate for Glenorchy. Also, the previously notified \$18.2 million to fund this scheme is insufficient.

Sustainable Glenorchy has developed an approach to reduce nitrogen, improve the environment and makes use of the existing infrastructure in Glenorchy. Further this approach fairly distributes the cost to users based upon their use and the capital they invest to improve their discharge at source. It factors in the impact on the Glenorchy environment and resilience in times of flooding, major earthquakes, liquefaction etc. Due to projected changes in the geomorphology of the Dart and Rees rivers the prospect of regular flooding of low-lying parts of Glenorchy is very real and likely to occur within the next 5-10 years (*Professor James Brasington, Waterways Centre for Freshwater Management. Fluvial Hazards at the top of the lake. Living with rivers on the Edge. April 2021*).

The future management of human waste needs to address the issues mentioned above as well as using innovative approaches suitable for future generations. We believe Glenorchy is an ideal area for new approaches to be taken with minimal risk and most cost-effective and equitably distributed among ratepayers.

We request funding be allocated specifically for:

1. A Comprehensive Parking Strategy

Budget needs to be set aside for the development and implementation of a Comprehensive Parking Strategy across the district.

2. Public transport services to and from Glenorchy and active travel networks in Glenorchy.

Currently the only option to get to and from Glenorchy is self-drive or an activity-based shuttle for tourists e.g. Dart River Jet Safaris, High Country Horses, Ziptrek. Public transport services could include a regular bus/ferry service or perhaps utilise existing shuttle services.

Glenorchy has no active travel networks. Networks should be included in the TYP from Rees Valley to Glenorchy and from the Bucklerburn to Glenorchy. This would enable children to cycle/walk to school safely and workers to cycle/walk to the township safely reducing the number of cars in and around the school and town.

3. A Glenorchy masterplan

The development of a Glenorchy town masterplan would be very helpful to address many of the issues Glenorchy is facing and will face in the future as it manages growth. Currently Glenorchy is very car focussed putting pressure on the town centre and a masterplan could help us plan for a future that incorporates public transport services, active travel networks, and alternative methods of travelling to Glenorchy e.g. a ferry service.

4. Action on climate change

We would like to see more commitment to managing the impact of climate change on the Glenorchy region. This should not be limited simply to a reduction of emissions but should include the formulation of positive adaptation strategies. A rise in the levels of the Rees and Dart rivers, with impacts as described above, is a possible consequence of changing patterns of rainfall in the catchment area of these rivers. This would be a direct result of a warmer and wetter climate as is predicted to occur over the next decade in this region

<https://niwa.co.nz/our-science/climate/information-and-resources/clivar/scenarios#regional>

We would like to speak to this submission.

Bruce Farmer

Chair, Sustainable Glenorchy

Committee: Bruce Farmer (Chair), Trish Fraser (Secretary), Dr Fiona McQueen (Treasurer), Dr Paul Chapman, Mike Spencer, Jan Hendren, Jessie Bouchier.

Email: [REDACTED]

Mobile: [REDACTED]

GREIG Andrew

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Where possible QLDC needs to lead by example in order to guide and show its citizens what is possible to reduce the impact the district is having on global warming. QLDC need to tread lightly when considering redirecting funds from the various projects to prop up climate change initiatives given the COVID 19 setbacks. There needs to be a delicate balance between implementing ground breaking climate change initiatives and regenerating economic activity and positive cash flow for the region and its citizens. However, where reasonably viable. Reallocation of funds is positive.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION TWO: Spread the Water Treatment Programme over the ten years

Please tell us more about your response:

I believe that QLDC due to COVID 19 have been given a window of opportunity where demand on the 3 waters network has been reduced through until roughly 2023-2024. Taking their time to evaluate the best course of action and doing each upgrade once and doing it right is paramount to keeping the cost down and not having to redo sections due to haste and poor consideration of capacity and requirements. I suspect growth with slow down in some of the fringe areas and QLDC should focus on the centralised high demand areas and 3 waters networks. Seemingly, projects have been fast tracked using out of town Tier 1 consultants and contractors which opens each project up to bottlenecks and setbacks. Local consultants need to be included in these processes from day dot.

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION ONE: Council confirms the prioritisation and funding or non-funding of transport projects as outlined

Please tell us more about your response:

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION ONE: Rates recovery focused on wider CBD ratepayers

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

I support the notion of a visitor levy however the QLDC need to consider the instrument in which funds are collected. Thrusting the responsibility and burden onto solely the commercial accommodation industry is short sighted. A levy should go across all service industries in the district. A little and often approach to be taken.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

LEVY John

Wanaka/Upper Clutha area

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

QLDC needs to prioritise bike transport as well as bus transportation options. In Germany every street has a bike lane and has done for decades. We, however are back in the Dark Ages when it comes to bike transport. In Tokyo, the street are alive with bikes as opposed to combustion engine vehicles. Transport is fluid and quiet with many bike transportation being the option of choice for transporting small children around. Despite freezing temperatures, transport in bike lanes and in the underground is the transport of choice. Bikes have enclosures for children to keep them warm. This is the way forward. E bikes are already becoming as light as regular bikes and bikes can go anywhere, making them friendly for bike lanes as well as tracks(as opposed to motorbikes or scooters which must travel in the same lanes as cars).

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION TWO: Council reconsiders prioritisation and funding or non-funding of one or more transport projects

Please tell us more about your response:

With e-bikes becoming the transport option of the future (as the become lighter/cheaper/more efficient etc.) bike lanes EVERYWHERE need to be an option. eg. Biking on roads and not just on tracks.

I support the lowering of the speed limit in Wanaka to 40kph as this is extremely helpful for cyclists.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION ONE: Rates recovery focused on wider CBD ratepayers

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

My priority is better equipping our community for climate change and to be ready for the demand for Climate Friendly policy as freak winds and flooding etc. come calling in our area. Council must be ready to respond with - 'we are moving forward with options for curbing carbon emissions as quickly as we are able to.....' Freak winds are coming to call this week and flooding could hit soon. I could go on re. snow fall etc. Council can and should prioritise bike transport and change this community forever away from the car transport option we currently have. We need to be able to get to work safely and bike lanes are the only way that we can safely get to our destinations. The Netherlands aims to be Carbon neutral by 2025. We are way behind. Their livelihood depends on the climate - and so does ours. What will we do when the lakes flood? When the snow doesn't come??

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

FRENCH Pamela & John

French Burt Partners

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

We applaud QLDC's intention to address climate change issues. The details supplied so far, apart from three water services and transport needs, are too general for useful comment to be made; except we say we would not support the spending of money on reports and activities which are designed only to tick a box or to be merely going through the motions.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

Obviously, water services are of vital importance and warrant the Option One priority. Already the infrastructure is overstretched. Failure to remedy this situation (which has been brought about by excessive development) exposes residents and the environment to the risk of likely failures and disasters.

This answer is subject to the points made later in this submission in the 10 year plan comments section.

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION ONE: Council confirms the prioritisation and funding or non-funding of transport projects as outlined

Please tell us more about your response:

The recent transport/roading/parking situation in Queenstown and environs (also brought about by excessive development and use) is dire and demands urgent remedial action. Good action has been taken already in this direction with the provision of improved public bus transport.

Again the answer to big issue two is subject to the points we have made in the comments section relating to the draft 10 year plan.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION TWO: Apply costs to the existing Wakatipu Roding Rates

Please tell us more about your response:

We definitely oppose Option One, which affects us directly and unfairly. Since 1989 we have owned a holiday crib at [REDACTED]. To impose rates as if we were in the CBD is arbitrary and discriminatory. Our house is an elderly (1910 or thereabouts) wooden house where we holiday at Christmas/New Year, Easter, School Holidays, long weekends and on other miscellaneous occasions. For many years, going back to the 1960's, we have holidayed in Queenstown. We have never rented out our crib nor derived any profit or income from it. It is a holiday residence. We have no intention of selling the property. Incidentally, we always walk from the crib whenever we go downtown.

Our crib is not part of the CBD. Altering the description of this area from wider CBD Zone (as it was in 2018) to Queenstown Town Centre does not alter the fact the implementation of Option One to Big Issue 3 would be based on a fiction. It would cause undue hardship to a family which has loyally supported Queenstown for many decades. No doubt there are others in the same position as us, including [REDACTED]

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

This is the most equitable option.

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Our submissions are accompanied by a copy of an article by Marc Scaife, an architectural designer from Queenstown. The article appeared in the edition of the Mountain Scene published on 4 March 2021. A summary of some of the points Mr. Scaife made are:

- (1) Commerce is not the same thing as the economy;
- (2) One of the elements of an economy is that it protects the community, its amenities and the environment;
- (3) In Queenstown's case, the increase of tourism has been achieved at a cost of the enjoyment of the amenities and the environment;
- (4) An upgrade of infrastructure does not address the problem;
- (5) Following COVID, tourism should be "set" at a level which protects the amenities and the environment.

The Mountain Scene article covers the issues in much more detail, and should be read in its entirety.

The points made by Mr. Scaife are relevant not only to Queenstown, but to the whole of the Wakatipu Basin.

Obviously QLDC's obligations include protection/enhancement of the environment and the amenities.

It is our submission Queenstown/Wakatipu Basin has reached a point where it can take no more "development". In fact, this unhappy state of affairs has existed for several years.

The cost of infrastructure is one thing. It is clear QLDC cannot afford the cost of infrastructure as matters stand. The proposal to rate residential owners, as if they were business/commercial operators, is proof positive of that proposition.

Not only is it a matter of inability to afford the cost, the present state of affairs is causing serious damage to the environment and to the enjoyment of the amenities.

We made this same point at the hearing in relation to the 2018 Ten Year Plan. The mayor's response was that QLDC could not prevent "people coming into Queenstown". We agree. However, QLDC can prevent further land becoming available for commercial and residential development.

It is well known from overseas experience that excessive tourism does serious (and often permanent) damage to the environment and amenities.

Queenstown/Wakatipu Basin can still be saved, but it is at a crossroads. We are gravely concerned at QLDC's draft Spatial Plan Summary, where at page 5 there is a list of priority development areas. The nature of the landscape is such that further development is not sustainable and will ultimately destroy the environment. As Mr. Scaife points out, our tourism is based on the clean green/natural landscape attractions.

The present Queenstown community, especially its mayor and councilors, are in a unique position to pull Queenstown from the brink and preserve its natural beauty/environment for future generations. The alternative legacy is too terrible to contemplate. The answer is no more land should be made available for commercial development, whether by zoning alterations or otherwise. The same applies to the making of land available for residential or similar uses.

We will be forwarding by email a scanned copy of Mr. Scaife's article.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

MACLEAN STUART & PAMELA

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Unnecessary , should be left to central government

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION TWO: Spread the Water Treatment Programme over the ten years

Please tell us more about your response:

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION TWO: Council reconsiders prioritisation and funding or non-funding of one or more transport projects

Please tell us more about your response:

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION TWO: Apply costs to the existing Wakatipu Roding Rates

Please tell us more about your response:

We do not believe that the CBD should be extended to include residential properties in the Park, Brisbane, Hobart, and Adelaide Streets precinct just because of their relative close proximity to the town centre.

To imply that because of our location in relation too the town centre we will benefit the most from improvements is imaginative, misleading, and incorrect.

The beneficiaries of improvements in the main will be those living in the outer regions of Queenstown who travel into the town centre for many and varied reasons. These include work, entertainment, social, and other reasons. Roads footpaths and parking all used, to a great extent, by those living further from the town centre. It would appear that although we are inconvenienced by the above but accept it as a necessary Council now misguidedly believe we should disproportionately subsidize their wellbeing by paying a greater burden of the rate take.

As from the above it can be seen that those living closer in do not benefit from those living further out. Council have not been forthcoming in roading, footpath, and underground wiring upgrading in our street in the last 25 years at least. This while upgrading has occurred on further out parts of the district.

There is a huge difference of benefit for commercial, retail, and business properties with recovery of additional costs including tax relief that is not available to residential property owners. Is it the wish of council to drive residents further from the town centre and exacerbate the many commuter problems already in existence? A cynic could be excused for believing there are no councillors living in the suggested CBD area.

We believe all living in the district are all equal beneficiaries and as a consequence all pockets should be equally hit, that is all paying the same amount. No biased penalty for living closer to the town centre.

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION TWO: Fees and Charges not increased

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

FITZPATRICK Brian

Remarkables Park Limited

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. If you have a pre-prepared submission, you can upload it below.

Submission by Remarkables Park Limited (RPL) on the on the 2021-2031 Ten Year Plan (TYP)

RPL thanks the Council for the opportunity to comment on the TYP.

1. Overview of RPL's Submission

RPL accepts that the coming decade will be one in which significant capital expenditure is required. It is therefore very fortunate that, at the start of this ten-year period, Council has available to it the draft Spatial Plan to guide future growth, highlight the values that are important to the community and help to achieve well planned and managed urban growth. The TYP acknowledges, and includes quotes from, the Spatial Plan but, in RPL's submission, there could be much better alignment between the two documents. The Spatial Plan highlights a couple of pieces of work that need to be undertaken and RPL submits that, if two proposed plans were completed with urgency, they could be used to better guide expenditure on infrastructure (particularly transport infrastructure) over the coming decade and help Council (and the community) to establish the right priorities for infrastructure investment.

RPL further submits that Council should defer any additional expenditure on the Boundary Street Parking Building, the Stage 2 Arterial and the Queenstown One Office proposal until the Network Operating Plan (currently being developed by Council) and the mode shift plan for Queenstown have been completed. In addition, RPL seeks confirmation that a particular stormwater project has been scheduled and that the need for a bus shelter at Wakatipu High School has been identified.

2. Transport Infrastructure

The TYP Consultation Document requests submitters to ascribe priorities to a couple of important transport projects. However, this exercise would be greatly facilitated if Council first undertook a piece of work that is listed as a priority initiative in the Spatial Plan. Strategy 7 of the Spatial Plan is to: *"Prioritise investment in public transport and active mode networks"* and Priority Initiative 7 is to: *"Complete and implement a mode shift plan for Queenstown including travel demand management measures"*.

QLDC appears to have a related piece of work in hand. The TYP (P51 Vol 2) states; *"We are developing a Network Operating Framework and Plan which is part of the strategic planning layer sitting alongside master plans and the Spatial Plan. It will allow us to plan long-term development and land use, and plan and react to events. It will align with the Waka Kotahi's One Network Framework and work in tandem with an improved transport model."*

RPL submits that these two plans should be given the greatest priority and any funding required for them should allocated to be spent in the first year of the TYP. In addition, expenditure on transport projects beyond the first two years of the TYP should be tagged that the projects are subject to the outcome of these two plans. This would allow work on a couple of imminent projects, such as the Queenstown Street Upgrades and the Stage 1

Arterial Project, to continue while enabling other transport and related projects to be properly assessed and prioritised.

RPL anticipates that it should be a relatively simple process to complete the Mode Shift Plan and the Network Operating Plan because it is apparent that, through consultation on both the TYP and the Spatial Plan, the community has already given Council very clear direction on transport issues:

- *“Our public transport is the cleanest, greenest innovative choice for district-wide connectivity”.*
- *“Active Travel is an integral part of an accessible and safe network for all our people”.*
- *“You also told us during the pre-engagement process that transport was one of the key issues in achieving the vision principle of Zero Carbon Communities”.*
- *“Public transport, walking and cycling are everyone’s first travel choice”.*
- *“In particular, you wanted to see more commitment to support walking, e-scooters, cycling etc, greater access to public transport, and a move to prioritising electric vehicles”.*
- *“The common themes were roading capacity and public transport capacity, active travel, climate change and managing growth effectively”.*
- *“Promote a car free destination”.*
- *“Complete the Wakatipu and Upper Clutha Active Travel Networks”.*
- *“Prioritise investment in public transport and active mode networks”*
- *“Programmes and activities are delivered according to sustainable development principles and work towards zero emissions”.*
- *“Climate change and resilience Planning for the effects of climate change and working towards emissions reduction was a key theme throughout all of the workshops. This needs to be a central element of the Spatial Plan”.*

Given these clear directions from the community, RPL is concerned to see that Council still has the construction of a parking building listed among its transport infrastructure projects in the TYP. Providing more parking will encourage more people to use private motor vehicles to visit the Queenstown Town centre. This is completely inconsistent with the Spatial Plan aims and strategies; to reduce private vehicle use and encourage more people to use public transport and active travel modes, including to visit the Queenstown Town Centre. RPL requests councillors to please carefully consider the following statement from the Spatial Plan (page 40): *“Traditional transport strategies and response to growth will no longer work in the Queenstown Lakes environment, and substantial change in behaviour that embraces public transport, walking and cycling is needed”.*

It is also instructive to compare the Boundary Street parking building project with a recent decision by Auckland Council to offer for sale a 1,900-space, central-city, parking building that Auckland Council currently owns and operates. Auckland Council fully anticipates that its parking building will be replaced by a new commercial building and there will be a loss of public parking. However, that Council’s approach is that it will talk to potential developers to see whether there are other ideas for how the site can be used to also incorporate facilities (eg a bus station) that will encourage people to visit the city using transport options other than private motor vehicles. QLDC’s proposals seem to be overly concerned with replacing lost on-street parking, Auckland Council seems to be able to recognise that a

reduction in parking spaces, accompanied by new measures, may in fact be used to help achieve a mode shift.

RPL has previously made submissions opposing earlier QLDC proposals to construct car parking buildings. RPL still considers that Council should leave participation in risky ventures such as these to the private sector. Private operators already own two large car parking buildings in Queenstown and Council should not be competing with them.

There are, however, even stronger reasons for submitting against the current proposal. The expenditure on the parking building proposed for Boundary Street seems to have risen markedly. Expenditure is shown to be \$31,871,401 spent between 2023 and 2025, though at P243 of the TYP a figure of \$33,435,108 is used for the total capital expenditure on this project.

The plans show that the proposed building would accommodate 264 cars. However the site is already designated as a car park and currently provides 133 uncovered vehicle spaces during day time hours. 36 of the uncovered spaces will remain following construction, so the proposed building would provide only 167 additional spaces. This means that Council is proposing to spend \$200,210 for each additional space that would be created. This construction cost does not take into account the value of the 3,000m² portion of the site that would be occupied by the proposed building. Conservatively the land value would add another \$12,000 per space (if apportioned over the full 264 spaces). As a ratepayer, RPL needs to ask how does Council hope to cover repairs, maintenance, operating and depreciation costs, service the debt and provide a return on an investment of over \$212,000 per car park? As a company that is involved in the car parking business in Queenstown (at times providing more parking than any other operator in Queenstown), we know that it is not possible. (RPL is also proposing reduced parking provision at Remarkables Park and alternative public travel modes that will reduce the demand for parking at Remarkables Park.)

There are also other issues particular to this project to consider. There appears to be no risk analysis as to the parking charges required to make the project viable or what happens if those charges cannot be sustained. The building has not been designed to allow it to be repurposed in future if it does not prove to be viable or required as a carpark. After 7.00pm each day, the part of the Boundary Street car park that would be occupied by the proposed building is currently reserved as a bus parking area (generally used by coaches serving accommodation premises) and an overnight campervan carpark. These vehicles would not fit in the proposed building and could no longer be accommodated on the site. We have found no discussion of whether over-night coach parking has been considered, the value of this service to the visitor accommodation sector or where it might be relocated.

In terms of understanding the original rationale for wanting more parking, the consent documentation for the Boundary Street building notes that the parking building had its genesis in the Town Centre Masterplan. However, that plan was prepared in isolation - without considering traffic effects on Frankton Road or elsewhere. There have been significant advancements in Council and community thinking on transport matters since the Town Centre Masterplan was prepared. The subsequent SH6/ Frankton Road study showed

that Public Transport and Active Travel options were required and the use of private vehicles had to change. The draft Spatial Plan has reached the same conclusions. In RPL's submission it is time to remove this parking building project from the TYP. In RPL's submission the \$32m allocated to be spent on this project in the period 2023 – 2025 should be allocated to Active Travel and Public Transport. Those projects will help move Queenstown into the future. If the Boundary Street parking building project was to proceed, then, by encouraging increased private vehicle traffic, it will likely be detrimental to the efficient functioning of Frankton Road and the downtown. It is at best based on out of date solutions to perceived problems. The government's 2020 NPS opposes councils requiring more parking and seeks to promote greater use of public transport. The Council should not be undermining the National Policy Statement.

3. Stage 2 Arterial Project

RPL remains unconvinced by the arguments used to support construction of the Stage 2 arterial route. However, as submitted above, completion of the Network Operation Plan and preparation of the Mode Shift Plan should establish whether the proposed expenditure is justified and whether it warrants priority over other transport projects in the ten-year period. In RPL's submission a final commitment to the Stage 2 arterial should be deferred until those plans have been completed.

The Spatial Plan has confirmed that little or no growth is expected to occur in Fernhill, Sunshine Bay or Glenorchy. The current volume of traffic generated by those areas does not warrant a bypass so, without growth, no bypass is likely to be warranted in future – certainly not within the ten years of the current TYP.

One rationale that has been presented for constructing the second stage is that it will be needed to allow cars arriving in the town centre via the Stage 1 arterial to dissipate. However, if the work on mode shift is successful, the proportion of private cars arriving in town will be reduced, more people will arrive by public transport and active travel modes and there will not be a pressing need for a new route for vehicles to leave the town.

A further reason given for the expenditure on the stage 2 arterial is to provide access to the Lakeview development. RPL submits that if such access is required, it should be timed to suit the timing of that development and it should be funded from that development too (on a comparable basis and rationale to the funding of Hawthorne Drive / the Eastern Arterial Route) – not from ratepayers or the wider development community.

RPL notes that there has been little public discussion about the effects of constructing the Stage 2 arterial project. We suspect that this was because the Stage 2 part of the project was fast-tracked together with Stage 1 under the special Covid legislation. As a consequence, no public discussion of the proposal has been permitted in the context of an RMA process. The public has not been permitted to make submissions on the loss of amenity associated with loss of the Memorial Hall, the loss of the squash courts or the loss of the covered seating areas associated with the rugby field. The community may well be as

excited as Council about the Stage 1 Arterial project having attracted central government funding and being able to proceed with limited local funding. But that should not be interpreted as an indication that there is community support for the Stage 2 project, which has far fewer benefits and entails a significant loss of community assets.

Office One Project

RPL submits that further work on the Council's office building proposal (\$56m 2023 - 2027) should be deferred pending the completion of the Network Operation Plan and preparation of the Mode Shift Plan. In addition, a Travel Demand Management Plan should be prepared for this project before the final site is confirmed.

In order to enable proper consultation on this project the community needs to be informed as to the numbers of people commuting daily to Council offices in Queenstown and whether parking demand and traffic congestion would be reduced if Council was to relocate its main offices to a more central geographical location. Mapping where residents now live, makes it obvious that access to the Council's offices, for most of the community, would be improved if the offices were to be located in a more central location. Over time, as more housing is constructed at Ladies Mile and in the Southern Corridor, an even greater proportion of the community would benefit from a Frankton or Remarkables Park location.

RPL further submits that Council's office requirements should be revisited in the light of the Covid experience and only after a decision on the future management of Three Waters has been made. The Covid shut-down experience demonstrated that staff were able to work and meet very satisfactorily from remote locations. Most large organisations have changed their working arrangements post-Covid and most have found that they can now operate more efficiently and with significantly less office space. The question should be asked whether it would suit a greater proportion of QLDC staff to live in Wanaka if they could work from an expanded Wanaka office and whether that might also develop a stronger link between the two centres. The establishment of Taumata Arowai (the new Crown entity charged with regulating water services) and discussion within the TYP indicate the possibility, or perhaps likelihood, that the management of Three Waters will, in future, be undertaken by an entity other than Council. It would, in RPL's submission, be sensible to understand what reductions such changes would make to Council's staffing and office accommodation requirements before proceeding any further with design work.

Similarly Council should take time to consider whether its Council chambers need to be accommodated within the same building as its staff offices. It is possible to envisage Council chambers and a civic space that could be used for functions such as citizenship ceremonies, being accommodated within the design for the Performing Arts Centre (\$57m 2024 – 2027) in the Queenstown Town Centre. A Civic space such as this does not need to be physically linked to the Council staff offices. The fact that Council can hold meetings in Wanaka demonstrates that the two activities do not need to be housed under the same roof.

In this regard, and as a general comment about the TYP process, RPL would point out that there is a real risk that past projects keep getting put back into subsequent TYPs without any obvious fresh analysis being undertaken in the light of changed circumstances. It would

seem that the fact that a previous Council has passed a resolution to support a project is deemed to be sufficient justification for staff to automatically include the project in the next TYP. The Boundary Street parking building, the Stage 2 Arterial project and the Project One office building all seem to be cases in point. Circumstances have changed considerably since these projects were first mooted and it is RPL's submission that the council needs to reassess such projects in the light of the new circumstances and also undertake fresh consultation to see if the community still wants to proceed with them.

This is particularly relevant to the Office One Project, where the Council is relying on a 24 February 2016 resolution from the van Uden council that, "*the Council's preferred location for a future Council office building is the Queenstown CBD*". When the last council consulted on the town centre Masterplan it simply dragged the council office building project into the draft masterplan and made it a central feature ("the heart of the district"). The office location was treated as a *fait accompli*. It was not something that the community were consulted on and Council would only accept comments on what additional facilities might be accommodated alongside it. It is RPL's submission that, with such an expensive project (\$56m), this current council should not just rubber-stamp a 2016 resolution from a previous Council and allow a Queenstown town centre Council office building to be automatically re-included in the TYP. It should instead analyse the project in the light of current circumstances and the Spatial Plan, consult with the community and then make its own decision on this important project.

4. Stormwater Outfalls Remarkables Park

RPL has been working with QLDC staff on a project that involves the construction of stormwater outfalls and stormwater treatment facilities at Remarkables Park. The work is anticipated to be undertaken in the early years of the TYP. However, RPL has noticed that the amount allocated in the TYP for stormwater infrastructure investment at Remarkables Park over the next couple of years does not appear to be sufficient to cover the anticipated costs of the works that have been discussed with QLDC staff. RPL requests that the required expenditure be discussed with Council's staff and adjusted as necessary.

5. Wakatipu High School Bus Stop Shelter

In the context of the expenditure planned in the TYP this is a very minor matter and we were loath to raise it as a submission and disappointed that we have had to do so. RPL has, however, raised this matter before and it would appear that either no funding has been available to deal with the request or Council has not been viewed it as important.

The images below show school pupils waiting to use the Orbus public transport service at the end of a school day - which demonstrates the success of this bus route.

The second image was taken on a wet afternoon and shows the students on that day having to stand in a garden bed to take advantage of the only shelter from the elements – an electrical transformer housing, which provided shelter from the wind but not from the rain.

RPL's submission is that a large bus shelter should be provided in this location.



Remarkables Park Limited
19 April 2021

FITZPATRICK Brian and Christine

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Submission on the QLDC 2021 -2031 Ten Year Plan

Big Issue 2: Meeting the Transport needs of our communities.

We agree that expenditure on transportation infrastructure is a major issue. We were pleased to see options provided and as between the options provided on page 23 of the consultation document our preference would be for Option 2. However, we do not accept that the two options presented adequately cover the choices that council needs to consider.

It is clear that the consultation Council undertook on the Ten-Year Plan (TYP) and the Spatial Plan showed that, in relation to transport, the community wants Council to focus on Public Transport and Active Travel and reduced carbon transport options. The same theme is apparent in the draft Spatial Plan. Yet \$32m of the proposed TYP transport expenditure is shown as being spent on a new Council-owned car park building on Boundary Street. Such a proposal is totally at odds with prioritising public transport and active travel. Creating more car parks encourages use of private motor vehicles and reduces the chance that public transport will become a sustainable, first-choice option for residents and visitors.

It is our submission that the \$32m allocated for a new Boundary Street parking building should be allocated instead to Active Travel (where spending has been given a lesser priority and/or deferred) and/or to public transport infrastructure.

Likewise, we submit that no capital expenditure on the "Stage 2 Arterial project" (currently expenditure of \$34.7m is proposed in the TYP) should be incurred in the ten-year period – especially when there is a shortfall in funding available for Active Travel. Little to no growth is anticipated in Glenorchy, Fernhill or Sunshine Bay in the ten-year period and the existing road network is adequate to cater for traffic to those areas. If new roading is required to access the Lake View development area then, in our submission, it should be identified as such and appropriately funded from that development. A new road to the Lakeview development should not be given a greater priority, or an earlier construction timeframe, than the active travel routes or public transport infrastructure.

Big Issue 3: The New Targeted Rate on Queenstown Town Centre Properties

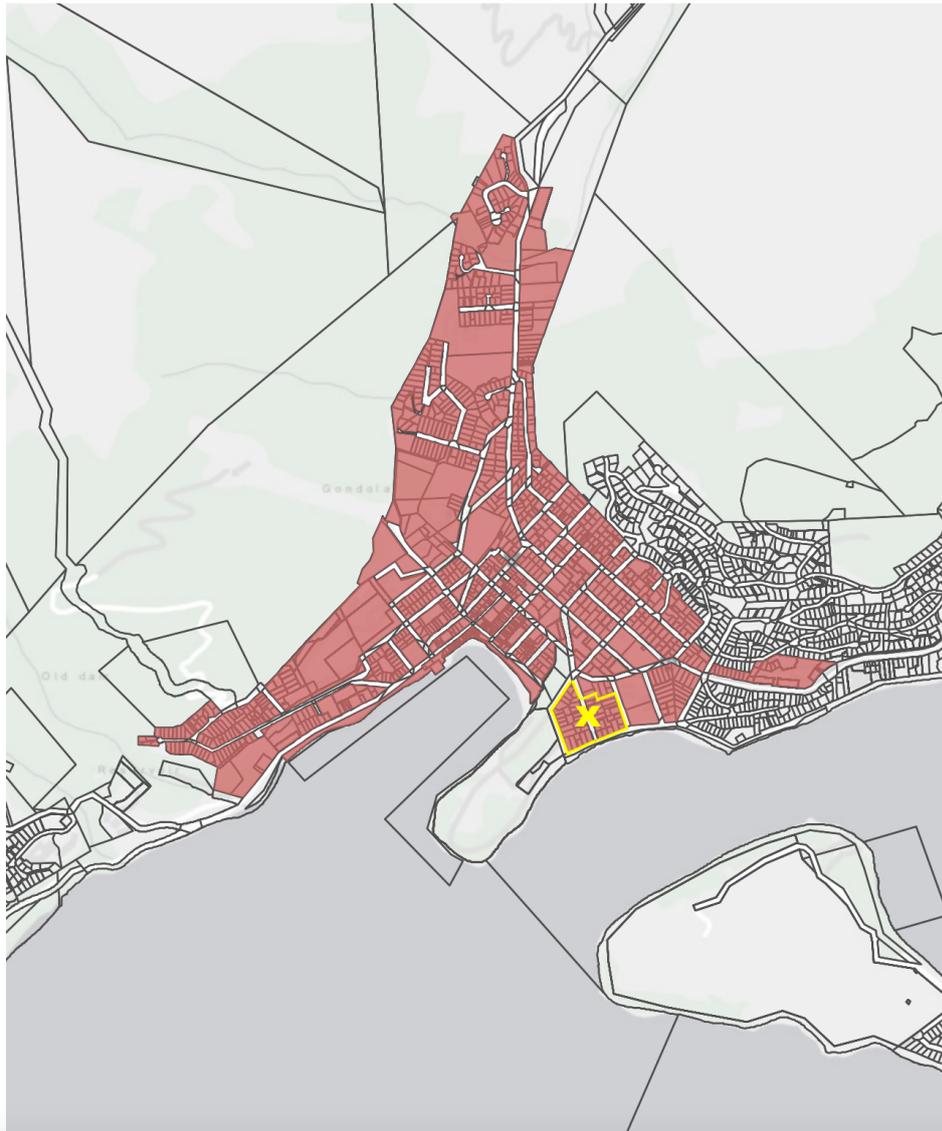
We support the concept of targeted rates and the proposal for a new targeted rate on the properties that benefit from the proposed works in the town centre. However, in our submission the proposal incorrectly includes a residential area in Park St that is outside of the Queenstown Bay catchment and is unlike the rest of the targeted area.

The area that we submit should be excluded is shown outlined in yellow and marked "x" on the attached image. It amounts to only 2.6% of the rating area proposed in the consultation document. With the exception of Happiness House, area "x" is exclusively residential. It is predominantly occupied by single dwellings, with the balance being townhouses and residential units on smaller lots. Unlike the Town Centre and the High-Density Residential areas that surround the town centre, the zoning of the Park Street area is Medium Density Residential (MDR). The medium density zoning on the area at the west end of Park St means that this area is not able to be developed for commercial uses that would benefit

from the town centre works that the targeted rates would fund. We note that the sites on the corner of Frankton Road, Brisbane St and Hobart St now have a Visitor Accommodation Subzone and we have not suggested excluding those lots from the targeted rating area. Likewise, the area further east on Park St, that is bounded by Hobart St, Frankton Road and Suburb St, has been given a High-Density zone and we are not suggesting that it should be excluded from the targeted rate area. We just seek exclusion of the Park St MDR area.

PROPOSED AREA FOR TARGETED CBD RATE

 Proposed area highlighted in red



The MDR zoning of the Park St area has only been adopted in the last couple of years as part of the District Plan Review, so it could not be suggested that the zoning is an historical anomaly. Indeed, over recent years, Council and its planners have identified the areas where the town centre will expand (Lake View and Gorge Road) and these areas have been given zones to allow that expansion (the Lake View Special Zone and a Business Mixed Use Zone). There has never been a suggestion that the town centre should expand beyond the Queenstown Gardens and into Park Street and the zoning does not allow it.

In our submission it would be unfair, inequitable and counter to legislative rating principles to include the area at the Queenstown Gardens end of Park St, (bounded by Frankton Road and including Brisbane Street and properties on the west side of Hobart St), within the Town Centre targeted Rate area. If Council was to include this area within the targeted area, then we would strongly oppose the establishment of the proposed targeted rate.



Other Matters

Queenstown One Office

We submit that the decision to spend \$56m on an office building for Council staff needs to be temporarily stalled or deferred for a number of reasons.

Firstly, the new Spatial Plan indicates that all large projects should go through a Travel Demand Management Process. It is, in our submission, imperative that Council leads by example on its own projects and undertakes a Travel Demand Management exercise for its office facilities. Indeed, Council is such a major employer in Queenstown that there is unlikely to be any other office building project in the Queenstown Lakes district that is a more obvious contender for a TDM process. Neither is it likely that there will be another single project where the siting decision will have a bigger impact on traffic, parking and

commuter movements in this district (though this would be established by the TDM process).

Secondly Council's admin office proposal has not previously been consulted on by this Council. The proposal for a single, large, Council-owned office building originated with the van Uden/Feeley Council. The proposal has not been consulted on by the current Council or its predecessor. In fact, the last Council even refused to allow consultation on the office proposal to be included within the consultation on the Town Centre Master Plan. It restricted consultation to what facilities the community thought might be suitably included alongside the Council's office "heart".

The decision on the Council's office project was accordingly made before traffic congestion in the town centre and on Frankton road were considered to be major issues; or before their true extent was fully understood. It was also made in the period before Shotover Country and Hanleys Farm became major residential areas and before there was any consideration of major new development on the north side of Ladies Mile. In addition, the decision was made before the Spatial Plan had been prepared and before the future growth patterns for Queenstown were set.

Thirdly, the community and the Council need a chance to consider what is the right office / council chambers solution in the post-Covid 19 era. Covid demonstrated that staff were able to work and meet surprisingly effectively from a number of separate locations (including from home). Other major NZ employers have found that their work practices have now permanently changed and their post-Covid office space requirements are considerably different (invariably considerably reduced). Perhaps there is a scenario under which Council makes provision for new, high-quality Council Chambers within its town centre Performing Arts facility and locates its staff in locations where it is more efficient for them to work and where they are closer to the communities they serve. Such options need to be considered and consulted on with the community.

Fourthly, the TYP notes the possibility / likelihood that the management of three waters may be surrendered by Council and taken over by a central government organisation. Such a change would see a reorganisation of Council staff and it is very likely that any locally based staff, associated with the new three waters organisation, would include an operational component and would want to be centrally based (in the Frankton or perhaps even Cromwell area) – not sitting in an office in the Queenstown Town Centre. It is submitted that it would not be a wise use of ratepayer money to pre-empt the decision on three waters management and proceed with construction of an office building designed to meet current staff functions.

Fifthly, there is apparently a mood at some levels within Council to spend ratepayer money on a new parking building in the town centre (\$32m in the 2023-25 period). We realise that some Council staff use public transport and take active travel options for some of their trips to their existing offices, but it is nonetheless inevitable that there would be less demand on existing town centre parking if the Council was to locate its offices outside the town centre. We have submitted above that constructing more car parks in the town centre is at odds with the community's expressed wish to prioritise public transport and active travel. It may

also be even less necessary if the Council was to consider other options and locations for housing its large number of office staff.

In summary, our submission on this item is that \$56m is a considerable item of expenditure – especially when there are competing priorities (such as Active Travel and Public Transport) that are being sacrificed or proposed to be deferred to beyond the ten-year period. Getting the siting of the proposed new Council office building wrong could compound existing traffic congestion and parking issues, whereas appropriate siting of this facility could help to alleviate them. Accordingly, we submit that the decision to proceed with construction of office accommodation should be deferred until:

- the proposal has been considered in the context of the Spatial Plan (including first giving effect to Priority Initiative 7 of the Spatial Plan – “*Complete and implement a mode shift plan for Queenstown including travel demand management measures*”);
- the Council’s accommodation requirements are reassessed in the context of the post-Covid environment and the decision on how three waters management will be undertaken;
- The Network Operating Framework and Plan that is being undertaken by Council (p51 Vol 2 TYP) has been completed;
- a Travel Demand Management assessment for the office building has been undertaken; and
- the community has been consulted on the outcome of that work.

We would welcome the opportunity to appear to discuss this submission, please.

Brian and Chris Fitzpatrick



GREIG Rob

Company Director

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

I see no mention of what would happen if Qtn lost its power supply to the basin. There is currently only one electric power feed to the whole area. If this was lost due to storms or earthquake what happens? Power out for 2-3 weeks over winter! This is a major priority and should be first on Climate Action Plan.

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

Critical to living in this area and should not be compromised.

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION TWO: Council reconsiders prioritisation and funding or non-funding of one or more transport projects

Please tell us more about your response:

The heart of Queenstown has been ripped out of and moved to Frankton. Time to rebuild it and should be paid for by all residents.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION TWO: Apply costs to the existing Wakatipu Rooding Rates

Please tell us more about your response:

Central area is being decimated and it needs to be rebuilt as place that locals can also enjoy. Should be paid for by all who live here.

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

User pays. Visitor levy should be spread across all business sectors not just accommodation as many visitors are in houses (airbnb) and do not contribute.

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Having lived in Qtn for 43 years it is disappointing to see what is happening to the centre of town. It is losing its charm in favour of large corporate companies ripping profit out of ever increasing turnovers. Planning at Frankton is a disaster and CBD is becoming a place that locals have no reason to visit.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

GREIG Roz

Pinewood Lodge and resident in CBD

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Let Government complete their study & guidelines in place first. Shouldn't we be looking at Queenstown power supply first!

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

I support OPTION ONE: Complete the Water Treatment Programme as outlined in the plan (by 2024)

Please tell us more about your response:

\$768 million as one project spread over 42,000 people = \$18,285 pp.
So where is the money coming from for the other projects

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

I support OPTION TWO: Council reconsiders prioritisation and funding or non-funding of one or more transport projects

Please tell us more about your response:

I am very concerned for the welfare of the CBD of Queenstown - currently a mess (only buses, bikes, taxis - really!) No plans for parking only a significant by-pass. Shouldn't you be concentrating on improving what should be the historic area in the district.

What about a car park next to the current QLDC building in Gorge Rd, beautifying the creek, small kids playground, keeping the rugby amphitheatre for sport and outdoor theatre.

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

I support OPTION TWO: Apply costs to the existing Wakatipu Roding Rates

Please tell us more about your response:

This expense is for the greater part of Queenstown & Wakatipu area. Expenses should be shared.

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION ONE: Fees and Charges Increased as per Revenue & Financing Policy

Please tell us more about your response:

Your question in the referendum was 'visitor levy' so this amount should be spread across all commercial operators or airport levy not just targeted at one area - easy for one area to charge easy for all & greater benefit to Council.

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

The CBD is a mess & should be our 'pride and joy'. Frankton is a disaster - visually, transport wise you certainly cannot blame tourists for the delays getting around the Wakatipu - growth is the problem.

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

QLDC & Councilors should stay with what they are elected for - water, sewage, roading etc. not get involved in housing, development - lease the land & public ratepayer spending galore. No sale of Council land!

HEALY Mike

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

Q. Big Issue 1: Delivering safe and reliable 3 water services for our community

Neither / Neutral

Please tell us more about your response:

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

Q. Big Issue 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Neither / Neutral

Please tell us more about your response:

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

The focus of this submission is to oppose the Council's unnecessary investment in the Cardrona Water Scheme

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

The Council has presented its investment in a new water treatment plant at Cardrona as a decision that it has already made. This is misleading, as the Council has specifically deferred that decision to await the outcome of the LTP process. The cost is stated in most places at \$8.1M, but a further cost 10 years from now is also given of \$11.5M; ie amounting to \$19.6M. Funding remains unclear as it is stated at one point as being from rates, and at another point from development contributions. In neither case does the LTP disclose what the targeted rates, connection charges, or development contributions will be.

See attached.

Q. Please use this space to comment on the draft Policy on Development Contributions:

The DC policy identifies costs beyond \$8.1M, with nearly \$14M costs identified for Water Supply headworks, and \$2.5M for pipeline works. It also fails to identify what development contribution is to be levied in new development at Cardrona (nor are targeted rates or connection charges identified).

This makes it impossible for developers/ ratepayers to understand the costs of the scheme to them. If those affected cannot understand this, then they cannot provide meaningful feedback and the LTP process is fundamentally flawed.

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

N/A

JONES Phil & Christine

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Q. If you have a pre-prepared submission, you can upload it below.

Phil & Christine Jones - TYP submission.docx

Ten Year Plan Submission (2021 -2031)

Phil and Christine Jones

Email: [REDACTED]

Location: Queenstown / Wakatipu

Do you wish to speak at the Ten Year Plan hearing: Yes (at Queenstown meeting)

Contact Number: [REDACTED]

"Big Issue 3" The New Targeted Rate on Queenstown Town Centre Properties - discussed on pages 24 - 27 of the Ten Year Plan Consultation Document.

We are in support of the proposal to have rates recovery for CBD works focused on CBD ratepayers, but not in its current form. We suggest that this revised rate should be directed at the commercial sector and properties within the Queenstown Bay catchment, who are the financial beneficiaries of the work, as opposed to residents living outside the CBD.

We contend that the area covered by the targeted CBD rate is not appropriate for the residential area bounded by Park Street, Frankton Road and Hobart Street (including Brisbane Street). This is clearly an area comprising of non-commercial dwellings, vastly different in make-up from the commercial CBD and not appropriate to be included in the CBD targeted rate area. To that extent it is no different from other residential areas (e.g.: Queenstown Hill) situated equally close to the commercial centre which are rightly not included in this proposed rate amendment.

As you will be aware the area in which we reside is amongst the older residential parts of the township and retains its genuine residential character and community. I understand in fact that there has even been consideration in the past to recognise the unique character of Brisbane Street.

We are not a part of the town centre, and are physically separated from it, so removing this small number of streets from the proposal should have only a minor impact. In fact I understand that in size this area of genuine residential housing makes up less than 3% of the area currently proposed to make up the CBD Targeted Rate, so once again the removal of our specific residential area should have little discernible impact on the proposed rate take.

Our residential area contains very few commercial businesses within the four blocks bounded by Park Street, Suburb Street and Frankton Road. They can be located all within the strip of land adjoining Frankton Road. These include the Black Sheep Backpackers at 13 Frankton Road, the Copthorne Hotel at 27 Frankton Road, the

Garden Court Suites and Apartments at 41 Frankton Road and the Alexis Motor Lodge at 69 Frankton Road. They could also include the lots on the south side of Frankton Road between Hobart Street and Brisbane Street that have been given a Visitor Accommodation Subzone.

We contend that it is a simple procedure to separate these specific commercial activities from the nearby fully residential properties by including the strip of Frankton Road comprising the properties within the proposed CBD rating zone. This has already been done with the area on the other side of Frankton Road which includes commercial activities such as the Copthorne Lakeview Hotel and Apartments at 88 Frankton Road and the Pounamu Apartments at 110 Frankton Road. Clearly these premises area deemed to be different from their surrounding residential neighbours and we seek the same consideration for our area.

The District Plan clearly identifies that the two blocks bounded by Park Street, Suburb Street and Frankton Road are not similar to the high-density residential areas that surround the Queenstown Town Centre Zone. These two blocks have been zoned Medium Density Residential. (The exceptions are the six lots on Frankton Road between Hobart Street and Brisbane Street, mentioned above, which now have a Visitor Accommodation Subzone.

By contrast, the residential areas within Queenstown Bay that adjoin the Town Centre Zone have been retained as High Density Residential in the District Plan i.e. they are seen as quite different to the Park Street area. While the District Plan and previous planning documents anticipate that the Queenstown Town centre will expand into Gorge Road and Man Street, no one has contemplated the Town Centre expanding into the Park Street or Brisbane Street area.

We can only assume that the inclusion of Park St, Brisbane St and other residential roads in the small area is because we are considered to be the beneficiaries of the town centre upgrade. We however argue that in many respects we are negatively impacted by the proximity to the CBD, and certainly not beneficiaries. We have put up with massive disruption over more than 6 months (and still continuing) through the sewage pipe upgrade which saw Park Street closed and access severely restricted. We experience significant traffic flows and parking associated with both tourists and other Queenstown residents making use of the free parking in our streets (as opposed to the CBD where parking charges exist) and it is sadly common to be disturbed at night by the movement of groups affected by alcohol (presumably supplied by town centre businesses) moving down the street in a raucous manner, and at times damaging our property. We also understand that the upgrade includes the building of additional car parking facilities – clearly residents in our specific part of town will never make use of these facilities as we have our own off-street parking – again these facilities will be beneficial to the commercial sector and those driving into the town centre. We raise these matters to highlight the difference between our residential experience to that of the commercial enterprises which are openly seeking the CBD upgrade to bring in additional business and resultant profit. These

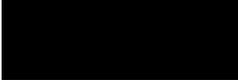
commercial enterprises are clearly benefitting financially through the upgrade, we are not. The rates should reflect this accordingly.

In summary we contend that it is neither fair nor equitable to include the residential area bounded by Park Street, Frankton Road and Hobart Street (including Brisbane Street) within the proposed CBD rating zone and we submit that the proposed CBD rating zone should be redrawn to exclude them.

If the boundaries of the proposed CBD rating zone are not amended then we would oppose Option 1 at page 27 of the consultation Document.

We wish to be heard in support of this submission.

Phil and Christine Jones



JARDINE Dickson & Jillian

HGW Trustees Limited and Remarkables Station Limited
Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Submission on Draft Queenstown Lakes Ten Year Plan 2021-2031

To: Queenstown Lakes District Council (letstalk@qldc.govt.nz)

From: Dickson Jardine, Jillian Jardine, HGW Trustees Limited and Remarkables Station Limited

Date: 19 April 2021

Introduction

1. This submission is on behalf of Dickson Jardine, Jillian Jardine, HGW Trustees Limited and Remarkables Station Limited (together, **the Jardines**). The Jardines own Remarkables Station and specific to this submission Lot 8 DP 443832 and Lots 2, 4 and 5 DP 452315 (**Jardine Land**).
2. In summary:
 - (a) Overall, the Jardines support the direction and contents of the draft Long Term Plan; and
 - (b) The Jardines, however, wish to raise serious concerns regarding the anticipated timing for wastewater and water supply infrastructure investment in Te Tapuae/Southern Corridor, the majority of which is currently allocated to 2030/2031. The Jardines urge the Queenstown Lakes District Council (**Council**) to explore and consider faster alternative delivery and funding mechanisms to provide the required infrastructure sooner than currently programmed.

Background

3. The Jardine family have farmed in the Wakatipu area since 1922 after their purchase of the large land-holding known as the Remarkables Station, and their history is heavily intertwined with Queenstown's own history and development.
4. The Jardines are long-time supporters of local arts and conservation, joining the New Zealand Order of Merit this New Year for their services to philanthropy and conservation. In particular, the Jardines have made significant charitable gifts of land in the District. This includes gifting their home in Woolshed Bay to the University of Otago in 2016 to aid the University fulfil its wider vision of producing world leading research at an academic retreat and conference facility known as Hākitekura, as well as recently gifting 900 hectares of pristine land at the base of the Remarkables to the Queen Elizabeth II National Trust.

Current Plans

5. Through an appeal on the Proposed District Plan, the Jardines are seeking an extension to include the Jardine Land within the Jacks Point Zone. This would allow appropriate subdivision and development of the land, together with various open space protection, conservation and public access measures. The proposed rezoning responds to a regional imperative for greater housing choice in appropriate locations.
6. At the Council hearing stage, the Hearings Panel considered that the broader Coneburn Valley area was suitable for urbanisation and that the Jardine Land could be easily developed due to the topography and the ability to be well-served by roads. The Jardines are working with the Council and other parties to the appeal to resolve the remaining servicing and landscape matters.

Feedback on Draft Long Term Plan 2021-2031

7. The Jardines generally express overall support for the strategy and contents of the draft Long Term Plan. However, they wish to raise concerns regarding the projected timing of

infrastructure investment in the Te Tapuae/Southern Corridor and in respect of development contributions.

8. Overall, the Jardines support the strategy used by the Council in its long-term planning. The Jardines appreciate the value of concerted long-term planning efforts, especially considering the uncertainties that the District faces in the coming years both environmental and economic. The Jardines further appreciate the gravity of the capital expenditure required to provide for the District's long term growth. Ultimately, the Jardines support the Long Term Plan's ambitions for sustainable growth within the District and are enthused by the prospective contributions they can make to the District's growth specifically within Te Tapuae/Southern Corridor.
9. The Jardines support the Council's vision allocation of funding for infrastructure to support growth within Te Tapuae/Southern Corridor. However, the Jardines wish to raise serious concerns regarding the scheduled investment period for the infrastructure that is required to support planned and anticipated development in this area.
10. In short, there is a significant disconnect between the goals and vision of the importance of growth in this corridor and the timing of the funding of infrastructure to unlock that growth.
11. The draft Long Term Plan has earmarked an investment period for wastewater and water supply infrastructure for the Te Tapuae/Southern Corridor over 2029-2031, with the majority falling into 2030/2031. The draft Long Term Plan, however, correctly recognises that there is an appetite to develop Te Tapuae/Southern Corridor sooner than what the infrastructure investment presently allows. The draft Long Term Plan indicates an intention to explore alternative funding and delivery mechanisms that would enable such development to occur earlier. The Jardines urge the Council to act on this intention and deliver alternative funding and delivery mechanisms to align infrastructure with the delivery of zoned land.
12. In addition, Te Tapuae/Southern Corridor has been identified as a priority development area within the draft Queenstown Lakes Spatial Plan. As recognised by the draft Long Term Plan itself, as well as appeals on the Proposed District Plan, this is an area in which there is a considerable appetite for development as the land is suitably located for transport connections and has appropriate topography and amenity values for residential development. It is critical that the Long Term Plan aligns with the Spatial Plan, as these are both strategic, guiding documents.
13. While the Jardines appreciate the need to provide infrastructure investment in a manner which does not jeopardise Council's overall capital expenditure programme, given that development in Te Tapuae/Southern Corridor is identified as a priority and directly responds to Council's aspirations for sustainable growth, they implore the Council to explore these alternative funding and delivery mechanisms.
14. Finally, the Jardines consider it essential that the regime for development contributions in, and associated with, the Long Term recognises the fact that due to the delays in Council-led infrastructure investment for the Te Tapuae/Southern Corridor area, private schemes may be developed in the meantime. In the event a reticulated Council system is not provided earlier, when calculating development contributions for this area, there must be appropriate recognition of investment in any private schemes.

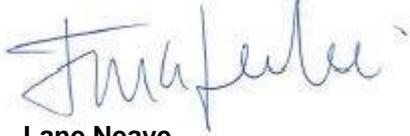
Outcome Sought

15. As set out above, the Jardines seek that the Council explore and consider alternative funding and delivery mechanisms for investment in wastewater and water supply infrastructure to enable development in Te Tapuae/Southern Corridor sooner than as currently anticipated in the draft Long Term Plan.

Hearing

16. The Jardines wish to reserve their right to be heard in support of their submission at the hearing in Queenstown.

By their authorised agents:



Lane Neave
Joshua Leckie/Annabel Hawkins



Address: c/- Lane Neave

[Redacted]

Contact: Joshua Leckie/Annabel Hawkins

Telephone: [Redacted]

Email: [Redacted]

LECKIE Joshua

on behalf of: University of Otago

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

Submission on Draft Queenstown Lakes Ten Year Plan 2021-2031

To: Queenstown Lakes District Council (letstalk@qldc.govt.nz)

From: University of Otago

Date: 19 April 2021

Introduction

1. This submission is on behalf of the University of Otago (**University**). The University has applied for resource consent to enable the construction and operation of an academic retreat and conference facility, to be known as Hākitekura, at Woolshed Bay. Specifically the location is at the properties with title references Lots 1 and 3 DP 452315.
2. The ability for the University to deliver the vision of Hākitekura is relied on the provision of infrastructure to the property.
3. In summary:
 - (a) Overall, the University supports the direction and contents of the draft Long Term Plan; and
 - (b) The University, however, wishes to raise serious concerns regarding the anticipated timing for wastewater and water supply infrastructure investment in Te Tapuae/Southern Corridor, the majority of which is currently allocated to 2030/2031. The University urges the Queenstown Lakes District Council (**Council**) to explore and consider faster alternative delivery and funding mechanisms to provide the required infrastructure sooner than currently programmed.

Background and Current Plans

4. Established in 1869, the University of Otago was New Zealand's first university. Across its five campuses the University provides tertiary education to 21,000 students, and employs approximately 3,990 staff, including 1,740 academics. The University has received a plethora of recognition for its innovative research and standard of education.
5. In 2016, Dickson and Jillian Jardine (**Jardines**) gifted the University land, including several existing buildings, on the shores of Lake Wakatipu at Woolshed Bay. The University intends to use this generous gift to develop an academic retreat and conference facility for the 'meeting of the minds'. This will allow the University to further its research efforts and provide a space in which researchers can carry out and present their research. In February 2019, Ngāi Tahu gifted the University the name Hākitekura for the site, which honours a local tipuna.
6. The University has applied to the Council for resource consent to redevelop Lots 1 and 3 DP 452315 and construct and operate Hākitekura. The facility will be used by the University and its staff as well as being available for other national and international academic institutions and some limited private events.

Feedback on Draft Long Term Plan 2021-2031

7. The University generally expresses overall support for the strategy and contents of the draft Long Term Plan. However, it wishes to raise concerns regarding the projected timing of infrastructure investment in the Te Tapuae/Southern Corridor and in respect of development contributions.
8. Overall, the University supports the strategy used by the Council in its long-term planning. The University appreciates the value of concerted long-term planning efforts, especially considering the uncertainties that the District faces in the coming years both environmental and economic.

The University further appreciates the gravity of the capital expenditure required to provide for the District's long term growth. Ultimately, the University supports the Long Term Plan's ambitions for sustainable growth within the District.

9. The University supports the Council's vision and allocation of funding for infrastructure to support growth within Te Tapuae/Southern Corridor, including at Homestead/Woolshed Bay. However, the University wish to raise concerns regarding the scheduled investment period for the infrastructure that is required to support planned and anticipated development in this area.
10. In short, there is a significant disconnect between the goals and vision of the importance of growth in this corridor and the timing of the funding of infrastructure to unlock that growth.
11. The draft Long Term Plan has earmarked an investment period for wastewater and water supply infrastructure for the Te Tapuae/Southern Corridor over 2029-2031, with the majority falling into 2030/2031. The draft Long Term Plan, however, correctly recognises that there is an appetite to develop Te Tapuae/Southern Corridor sooner than what the infrastructure investment presently allows. The draft Long Term Plan indicates an intention to explore alternative funding and delivery mechanisms that would enable such development to occur earlier. The University urges the Council to act on this intention and deliver alternative funding and delivery mechanisms to align infrastructure with the delivery of zoned or consented land.
12. In addition, Te Tapuae/Southern Corridor has been identified as a priority development area within the draft Queenstown Lakes Spatial Plan. As recognised by the draft Long Term Plan itself, as well as appeals on the Proposed District Plan, this is an area in which there is a considerable appetite for development as the land is suitably located for transport connections and has appropriate topography and amenity values for residential and other development, such as the Hākitekura project. It is critical that the Long Term Plan aligns with the Spatial Plan, as these are both strategic, guiding documents.
13. While the University appreciates the need to provide infrastructure investment in a manner which does not jeopardise Council's overall capital expenditure programme, given that development in Te Tapuae/Southern Corridor is identified as a priority and directly responds to Council's aspirations for sustainable growth, the University implores the Council to explore these alternative funding and delivery mechanisms.
14. Finally, the University considers it essential that the regime for development contributions in, and associated with, the Long Term recognises the fact that due to the delays in Council-led infrastructure investment for the Te Tapuae/Southern Corridor area, private schemes may be developed in the meantime. In the event a reticulated Council system is not provided earlier, when calculating development contributions for this area, there must be appropriate recognition of investment in any private schemes or treatment solutions.

Outcome Sought

15. As set out above, the University seeks that the Council explore and consider alternative funding and delivery mechanisms for investment in wastewater and water supply infrastructure to enable development in Te Tapuae/Southern Corridor sooner than as currently anticipated in the draft Long Term Plan.

Hearing

16. The University wishes to reserve its right to be heard in support of its submission at the hearing in Queenstown.

By its authorised agents:



Lane Neave

Joshua Leckie/Annabel Hawkins

Address: c/- Lane Neave

[Redacted]

Contact: Joshua Leckie/Annabel Hawkins

Telephone:

[Redacted]

Email:

[Redacted]

TODD Graeme

on behalf of: Trojan Holdings Limited

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

**SUBMISSION ON QUEENSTOWN LAKES DISTRICT COUNCIL LONG TERM PLAN
2021/2031**

To: Queenstown Lakes District Council
Private Bag 50072, Queenstown 9348

Name of Submitter: Trojan Holdings Limited

Address: C/- Todd & Walker Law, [REDACTED]
[REDACTED]

Prepared by: Graeme Todd (Counsel for Trojan Holdings Limited)

Trojan Holdings Limited ("Trojan"), wishes to be heard in support of this submission.

1. By way of background to this submission Trojan either directly or through various subsidiaries owns and or occupies significant land holdings in the Queenstown Lakes District, pays significant rates annually to the Queenstown Lakes District Council ("Council") and pays Development Contributions ("DCs") in respect of developments that it undertakes within the District. To that end Trojan is directly affected by the provisions of the draft Long -Term Plan 2021/2031 ("LTP").
2. The Submitter wishes to make a submission in relation to the contents of the Plan and in particular the projects and expenditure intended to be funded by future Council rates particularly in respect of the projects intended to be undertaken within the Queenstown CBD and funded by owners of properties within the same.
3. Trojan believes that the LTP shows a lack of recognition, empathy and or financial stewardship as to the impact COVID-19 has had and will continue to have on the ratepayers of the District in the forthcoming years.
4. Trojan respectfully suggests that at this time it would be prudent to take a far more conservative position in respect of spending. In particular some major projects such as the Queenstown Arterial project which requires significant Central and Local Government funding, the later of which is to be substantially funded by Queenstown CBD owners, should be put on hold, delayed and/or rethought in terms of need, who is to benefit from such works and therefore who should fund the same.
5. Further in terms of future rates liability and the quantum of DC's to be levied is critical there be the ability to accurately identify and trace the actual cost of projects and infrastructure which is to be financed by rates and DCs in the future. It is particularly difficult when reviewing the Councils draft LTP to understand what exactly the figures contained in the draft LTP relate to as the descriptions in the assets schedule aren't accurately described in any detail.
6. Further there is a total lack of identification as to the impact of Covid 19 has had on previous growth projections, demand modelling and when the same was last updated. Such should occur or if it has happened be identified so the same can be scrutinised and quantified before Council considers its projected level of expenditure.

7. In turn each item of projected expenditure needs to be reviewed in light of such reassessment of projected growth and demand.

Dated at Queenstown this 19 day of April 2021



.....

Trojan Holdings Limited

By its counsel Graeme Morris Todd

TODD Graeme

On behalf of McCrae Management Limited

Queenstown/Wakatipu

Q. Responding to Climate Change

Please tell us what you think of Council's response and your thoughts on prioritisation and funding:

Please tell us more about your response:

Q. Please use this space to comment on the big issues or any aspect of the draft Ten Year Plan:

PDF submission attached

Q. Please use this space to comment on the draft Policy on Development Contributions:

Q. Please use this space to comment on the draft Policy on Significance and Engagement:

**SUBMISSION ON QUEENSTOWN LAKES DISTRICT COUNCIL LONG TERM PLAN
2021/2031**

To: Queenstown Lakes District Council
Private Bag 50072, Queenstown 9348

Name of Submitter: McCrae Management Limited

Address: C/- Todd & Walker Law [REDACTED]
[REDACTED]

Prepared by: Graeme Todd (Counsel for McCrae Management Limited)

McCrae Management Limited ('McCrae'), wishes to be heard in support of this submission.

1. By way of background to this submission McCrae either directly or through various subsidiaries owns and or occupies significant land holdings in the Queenstown Lakes District, pays significant rates annually to the Queenstown Lakes District Council ('Council') and pays Development Contributions ("DCs") in respect of developments that it undertakes within the District. To that end McCrae is directly affected by the provisions of the draft Long -Term Plan 2021/2031("LTP").
2. McCrae wishes to make a submission in relation to the contents of the Plan and in particular the projects and expenditure intended to be funded by future Council rates particularly in respect of the projects intended to be undertaken within the Queenstown CBD and funded by owners of properties within the same.
3. McCrae believes that the LTP shows a lack of recognition empathy and/or financial stewardship as to the impact Covid-19 has had and will continue to have on the ratepayers of the District in the forthcoming years.
4. McCrae respectively suggests that at this time it would be prudent to take a far more conservative position in respect of spending. In particular some major projects such as the Queenstown Arterial project which requires significant Central and Local Government funding, the later of which is to be substantially funded by Queenstown CBD owners, should be put on hold, delayed and or rethought in terms of need, who is to benefit from such works and therefore who should fund the same.
5. Further in terms of future rates liability and the quantum of DC's to be levied it is critical there be the ability to accurately identify and trace the actual cost of projects and infrastructure which is to be financed by rates and DCs in the future. It is particularly difficult when reviewing the Councils draft LTP to understand what exactly the figures contained in the draft LTP relate to as the descriptions in the assets schedule aren't accurately described in any detail.
6. Further there is a total lack of identification as to the impact of Covid-19 has had on previous growth projections, demand modelling and when the same was last updated. Such should occur or if it has happened be identified so the same can be scrutinised and quantified before Council considers its projected level of expenditure.

7. In turn each item of projected expenditure needs to be reviewed in light of such reassessment of projected growth and demand

Dated at Queenstown this 19th day of April 2021



.....

McCrae Management Limited

By its counsel Graeme Morris Todd



SUBMISSION ON QUEENSTOWN LAKES DISTRICT COUNCIL 10 YEAR PLAN 2021-2031

To: Queenstown Lakes District Council
Private Bag 50072, Queenstown 9348

letstalk@qldc.govt.nz

Name of Submitter: Shaping Our Future Inc.

Contact: Annabelle Numaguchi, [REDACTED]

Shaping Our Future wish to be heard

This is a submission on the Queenstown Lakes District Council ("the Council") 10 Year Plan 2021-2031 and applies to the entire district.

Shaping Our Future is an independent, apolitical, non-profit organisation created in 2011 to give the people of our community an opportunity to shape their future. We work with the community to create a long-term vision and roadmap for the future as our district continues to go through rapid change, even with the recent disruption of Covid-19. Shaping Our Future is governed by a volunteer Board.

The following submission is based on information gathered from the community in a number of community forums and community task force reports, most notably:

1. Shaping Our Future Wellbeing Forums 2021
2. Shaping Our Future Wakatipu Freshwater Report 2021
3. Shaping Our Future Climate Challenge Forum 2019
4. Shaping Our Future Lake Hayes Estate/Shotover Country Community Forum 2019
5. Shaping Our Future Upper Clutha Freshwater Report 2019
6. Shaping Our Future Frankton Masterplan Forum 2018
7. Shaping Our Future Upper Clutha Transport Report 2018
8. Shaping Our Future Queenstown Transport Report 2017
9. Shaping Our Future Arrowtown Community Visioning Report 2017
10. Shaping Our Future Glenorchy Community Visioning Report 2016
11. Shaping Our Future Upper Clutha Conservation Report 2016
12. Shaping Our Future Visitor & Tourism Report 2015
13. Shaping Our Future Energy Report 2014
14. Shaping Our Future Economic Futures Report 2014
15. Shaping Our Future Innovation Forum 2013
16. Shaping Our Future Events Report 2012 and Update 2016

While some of the forums and reports are some years old, the Shaping Our Future process and long-term visioning means that the recommendations put forward by the community are enduring. Recent Wellbeing Forums have reconfirmed those long-term community visions and priorities but with a focus on economic recovery, diversity and tourism in the current Covid-19 climate. However other community priorities such as housing affordability (cost of living) climate and transport are still relevant with a general view that the Covid-19 situation has given the region a chance to reset and do things better moving forward.

Summary of Submission Recommendations:

QLDC Vision Beyond 2050

Shaping Our Future recommends that the level on rating and infrastructure investment to serve growth-driven demand be reduced substantially to reflect the intent of Vision Beyond 2050.

Grow Well – Draft Spatial Plan

Although Shaping Our Future supports the suggested intent of the Draft Spatial Plan, we have suggested enhancements to bring it more in line with community needs and expectations expressed through Shaping Our Future processes.

Climate Change

Shaping Our Future recommends that:

- 1. The assumptions and tone of the Draft Ten Year Plan be modified to reflect the wellbeing costs of unmanaged growth and that these costs will be addressed through a joined-up approach to council investment policies into the future.*
- 2. A manageable and sustainable rate of visitor and residential growth of no more than 2% per annum be added to graphs and discussions in the Draft Ten Year Plan and that funding, borrowing and expenditure for growth-driven demand be reduced to reflect a more realistic and sustainable rate of growth.*

Big Issue 1: Delivering safe and reliable 3 water services for our communities

Option 1: upgrade water by 2024 to meet regulatory requirements

Option 2: spread upgrades over 10 years and seek exemption from regulator

Shaping Our Future would prefer to see community wellbeing desires and expectations met with an early as possible upgrade to our 3 waters infrastructure. We therefore support Option 1. Upgrade water infrastructure by 2024.

Big Issue 2: Meeting the transport needs of our communities and ensuring capacity and choice

Option 1: Complete the Wakatipu Transport Capital Programme as outlined in the programme

Option 2: Re-direct the funding for Queenstown Public Transport interventions as proposed (\$42.1M) to Active Travel projects not currently included in the draft Ten Year Plan

Shaping Our Future does not support re-directing Queenstown Public Transport Interventions to Active Travel projects, and recommends instead that the budget be increased to realistically ensure that all aspects of the Wakatipu Transport Capital Programme are able to be delivered in parallel, including both public and active transport initiatives throughout the district.

Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Option 1: Rates recovery based on wider CBD ratepayers

Option 2: Apply costs to the existing Wakatipu Road Rates

Shaping Our Future recommends that Big Issue 3 Option 2 be adopted.

Economic Development

Shaping Our Future recommends that:

1. funding for “Tourism Marketing” be collected and transferred to Destination Queenstown with the condition that the funding be used exclusively to promote longer-stay, higher-value visitors, encouraging them to use low-carbon transport options and activities, and
2. funding for “Economic Development” be split in 2021-22 into two new activity areas of “Local Events” and “Economic Diversification”, with \$4 million assigned to Local Events and \$1 million, of the approximately \$5 million “Economic Development” budget, assigned to the establishment and maintenance of stand-alone economic development agency, and
3. the council’s Economic Development funding policy be updated to focus on encouraging and enable new, more environmentally, socially, and economically sustainable activities than the current exclusive focus on visitor attracting events, and
4. “Local Events” funding for specific events be limited to no more than three years, to ensure that only viable events continue and new events are given the start-up funding necessary to get them going and reach a point of financial self-sustainability, but ongoing funding.
5. “Economic Development” funding for events be progressively reduced over the next 5 years to enable event organisers to attract commercial sponsorship or other funding, with the budget for “Economic Diversification” be increased until a balance is reached between “Local Events” and “Economic Diversification”.

Lakeview Development

Shaping Our Future recommends that:

1. The final Ten Year Plan include an adequate outline of the Lakeview project, including sufficient detail for the community to understand the costs, potential benefits, and risks of the project to the community, as well as the intended proportions of affordable to market-based visitor and residential accommodation intended for the site.
2. A full explanation of the variance between the 2018-28 Ten Year Plan estimated cost of the Lakeview project compared with the substantially higher costs outlined in the Draft 2021-31 Draft Ten Year Plan, along with consideration of the risk of future cost increases and failure of the project to make the return on investment expected.
3. If they do not exist already, conditions be added to the sale agreement, to compensate the community for the substantially higher cost of infrastructure investment ratepayer subsidy to the project, that 50 percent of the accommodation provided in the project at each stage be affordable accommodation for local workers and residents.
4. All affordable accommodation sales made by the project are protected by a covenant limiting all future sales of the properties to increases in price no more than the non-housing rate of inflation.
5. If sufficient benefit cannot be transparently assured to be delivered to the community, based on the actual and projected costs of the project, that the project be cancelled and all or the balance of the site, including the Lynch Block, be instead leased long-term to the Central Lakes Housing Trust for them to develop for affordable housing.

Community Development

Shaping Our Future recommends that:

1. *Funding for Community Development be adjusted by an expected rate of inflation of 2% for each of the 9 years from 2022 onward.*
2. *A clear funding policy and panel be established for community groups and organisations to apply to separate that process from the annual and ten year planning processes.*

Shaping Our Future – Full Submission

QLDC Vision Beyond 2050

It is reassuring to see the context and laudable goals of Vision Beyond 2050 included in the Draft Ten Year Plan. It is disappointing though to see that the goals are not reflected in the nature and scale of expenditure the council suggests it will engage in on the community's behalf over the next decade. A decade within which those businesses and ratepayers that remain following the response to COVID-19 will still be recovering for most if not all of the decade. The level of investment, on behalf of potential future visitors and residents, represents a local authority leading its communities to live and invest beyond their means.

Shaping Our Future recommends that the level on rating and infrastructure investment to serve growth-driven demand be reduced substantially to reflect the intent of Vision Beyond 2050.

The Challenges Ahead:

Grow Well – Draft Spatial Plan

Shaping Our Future has provided a separate submission on the Grow Well draft Spatial Plan currently out to consultation at the same time as this Ten Year Plan.

Although Shaping Our Future supports the suggested intent of the Draft Spatial Plan, we have suggested enhancements to bring it more in line with community needs and expectations expressed through Shaping Our Future processes.

Climate Change

Although Draft Ten Year Plan makes numerous references to climate change and central government climate policy, the draft plan provides absolutely nothing tangible in terms of reduction of climate change emissions in the communities the council is responsible for or the businesses and infrastructure that are part of those communities.

That the Climate Change assumptions section of the draft plan immediately preceding the Demand Projections (Vol Two p 93) fails to make any connection between the contribution of growth to climate change effects and risk is disturbing. The clear philosophy of the draft plan is that rapid and carbon dependent growth is inevitable, which is in fact a choice, not an inevitability. Growth that can only be accommodated by further investment in infrastructure predominantly by ratepayers and, potentially, through a visitor levy, and to a lesser extent through development contributions, rather than through managing growth. This approach is unsustainable and will detract from the social, cultural, economic and environmental wellbeing of the communities of the district.

Shaping Our Future submitted against the QLDC application for resource consent for emergency storm and wastewater discharges to ORC, on the basis that the proposal would not be in any wellbeing interest.

Shaping Our Future recommends that:

- 1. The assumptions and tone of the Draft Ten Year Plan be modified to reflect the wellbeing costs of unmanaged growth and that these costs will be addressed through a joined-up approach to council investment policies into the future.***
- 2. A manageable and sustainable rate of visitor and residential growth of no more than 2% per annum be added to graphs and discussions in the Draft Ten Year Plan and that funding, borrowing and expenditure for growth-driven demand be reduced to reflect a more realistic and sustainable rate of growth.***

Big Issue 1: Delivering safe and reliable 3 water services for our communities

Option 1: upgrade water by 2024 to meet regulatory requirements

Option 2: spread upgrades over 10 years and seek exemption from regulator

Shaping Our Future's Upper Clutha and Wakatipu water taskforces clearly identified community and expert informed need to immediate improvements in the protection of the district's water ways, especially in relation to improved management of waste and storm water.

Shaping Our Future would prefer to see community wellbeing desires and expectations met with an early as possible upgrade to our 3 waters infrastructure. We therefore support Option 1. Upgrade water infrastructure by 2024.

Big Issue 2: Meeting the transport needs of our communities and ensuring capacity and choice

Option 1: Complete the Wakatipu Transport Capital Programme as outlined in the programme

Option 2: Re-direct the funding for Queenstown Public Transport interventions as proposed (\$42.1M) to Active Travel projects not currently included in the draft Ten Year Plan

Shaping Our Future finds the two proposed options as highly problematic. A veritable Hobson's choice. One being requesting support for the entire transport budget in part of the district and the other asking the community to choose between two low-carbon transport initiatives. Setting one environmental protection objective against another is not credible, when there are so many more aspects of expenditure in the Draft Ten Year Plan that could have been chosen as alternatives for expenditure other than those selected here.

Although the pedestrian improvements to downtown Queenstown are projected to result in the loss a carparks, that impact does not justify the extraordinary cost to ratepayers of the proposed Boundary Road carpark building AND reduction of options for active travel. If active travel options are not available at the same time as the pedestrianisation work occurs and the additional carparking is provided at Boundary Road the desired transport mode behaviour changes will be unlikely.

Priority 7 of the draft Spatial Plan, out to consultation at the same time as this Ten Year Plan, is to prioritise investment in public transport and active mode networks, however this is in conflict with the options being consulted on as *Big Issue 2*.

Shaping Our Future does not support re-directing Queenstown Public Transport Interventions to Active Travel projects, and recommends instead that the budget be increased to realistically ensure that all aspects of the Wakatipu Transport Capital Programme are able to delivered in parallel, including both public and active transport initiatives throughout the district.

Reference:

- 1. Shaping Our Future Submission on QLDC 10 Year Plan 2018-2028*
- 2. Shaping Our Future Submission on Draft Climate Action Plan 2018*
- 3. Shaping Our Future Upper Clutha Transport Report 2018*
- 4. Shaping Our Future Queenstown Transport Report 2017*
- 5. Shaping Our Future Submission on Queenstown Town Centre Masterplan 2017*

While Shaping Our Future supports the vision of the Queenstown Town Centre, as per our submission of 2017, the roading based capacity increases and priorities as proposed in the Ten Year Plan do not align with the communities outcomes and recommendations made through the Queenstown and Upper Clutha Transport Reports. Nor do the roading and carpark capacity aspects of the plan align with community desires identified in QLDC and Shaping Our Future wellbeing surveys and forums, or with Council's commitment to mitigating climate change, reducing congestion, and encouraging public and active travel expressed elsewhere in the Draft Ten Year Plan and the Climate Action Plan.

Shaping Our Future does not support either of the Options above and recommends that transport funding priorities are reassessed so that funding is spread more fairly around the district and on activities that will promote the use of public transport and active travel rather than roading capacity, a lot of which is focused on the Queenstown CBD area.

Shaping our Future supports the continuing partnership of the Queenstown Lakes District Council with the Otago Regional Council and Waka Kotahi NZ Transport Agency to provide an enduring, affordable and safe transport system, as a key recommendation from the Shaping Our Future Transport Reports.

Shaping Our Future will be submitting on the proposed Spatial Plan, however, please note that our Ten-Year Plan submission in 2018 called for an Integrated Strategic Plan (integrated land use and transport planning) as another key recommendation of the Shaping Our Future Reports. It is not clear how the proposed 2021-2031 Ten Year Plan has been influenced by any strategic planning.

Volume 1 (pg114) and Volume 2 (pg51) of the proposed Ten Year Plan refer to a Network Operating Plan to sit alongside the spatial plan and masterplans, this should be a Network Operating Framework, as a Network Operating Plan is something different.

Te Tapuae/Southern Corridor (vol 2 pg42) presents an opportunity to follow the vision of the Shaping Our Future Transport Reports with integrated land use and transport planning and protection of future transport corridors, however is at risk of repeating the mistakes of Ladies Mile. The significant challenge of funding future infrastructure for Te Tapuae should be weighed up against the wider community benefits of other infrastructure as part of the proposed 2021-2031 Ten Year Plan. Protection of other future key transport routes/corridors is not evident within the proposed Ten Year Plan to provide future transport system resilience, particularly to project growth.

Shaping Our Future supports the focus on public transport and active travel (vol 2 pg46) and pedestrianisation of the Queenstown Town Centre. There is a reference to mode shift under Transport Emissions Reduction (vol 2 pg63) however it does not appear that travel behaviour changes initiatives have been allowed for in the Ten Year Plan, and alongside infrastructure and service improvements are important for the future success of public transport and active travel modes in our district.

Parking is an important aspect of the transport network and can drive demand for private car trips or can be used as a tool for travel behaviour change and Shaping Our Future supports the development of a Parking Management Strategy (vol 2 pg67) for the district, especially in light of the National Policy Statement on Urban Development 2020 requirements around parking.

Shaping Our Future supports proposed Digital Infrastructure Masterplan and the proposed Electric Vehicle (EV) infrastructure (vol 1 pg137) Technology for public transport access (vol 2 pg44) and Future Transport Technology (vol 2 pg64) to improve access to public transport and reduce carbon emissions.

Shaping Our Future recommends that reference to a “Network Operating Plan” (Volume 1 pg114 and Volume 2 pg51) of the Draft Ten Year Plan be amended to a “Network Operating Framework”.

Big Issue 3: New Targeted Rate on Queenstown Town Centre properties

Option 1: Rates recovery based on wider CBD ratepayers

Option 2: Apply costs to the existing Wakatipu Road Rates

Given the significant impact of the concurrent COVID-19 economic downturn and the substantial inconvenience and impact on downtown Queenstown trade over the past 12 months and into the next few years, it seems unreasonable to impose more costs on central Queenstown rate payers. The rationale for increasing rates on residential ratepayers to disproportionately contribute to what are essential tourism-focused improvements is weak at best.

Given the broad economic benefits of the downtown Queenstown improvements and the very limited residential benefit any increase rates to largely residential ratepayers either in the wide downtown area of the Whakatipu ward is not justified. Economic development investment, which the downtown

improvements clearly are, should be sheeted back those who benefit the most from this sort of development – commercial and particularly tourism property owners and tenants. Including the cost of the development in the Whakatipu roading rate would be the most appropriate approach, as it will spread the cost between commercial and residential ratepayers across the wider area, with an onus on

Shaping Our Future recommends that:

Big Issue 3 Option 2 be adopted.

Economic Development

The economic future of the district, and the wellbeing that a balanced, sustainable, resilient economy provides, has been highlighted in numerous Shaping Our Future community reports, including our 2021 wellbeing forums. COVID-19 has demonstrated the extreme vulnerability of the district's heavy reliance on international mass tourism. The Draft Ten Year Plan says as much (vol 1 pg133). Shaping Our Future is therefore disappointed that projections and planning for tourism growth assume that not only should pre-COVID growth in visitor numbers should be our collective objective, but that growth should be increased.

Shaping Our Future's Economic Futures report recommended the creation of local economic development agency that would focus on economic diversification.

There are no meaningful economic diversification initiatives included in the Draft Ten Year Plan, other than continuing to support local and regional film industry coordination (vol 1 pg133). Proposed economic development funding in the Draft Ten Year Plan is either targeted directly at tourism, through the collection and transfer of Destination Queenstown "Tourism Marketing" or indirectly through "Economic Development" funding of community events that are intended to also attract visitors.

Shaping Our Future recommends that:

- 6. funding for "Tourism Marketing" be collected and transferred to Destination Queenstown with the condition that the funding be used exclusively to promote longer-stay, higher-value visitors, encouraging them to use low-carbon transport options and activities, and**
- 7. funding for "Economic Development" be split in 2021-22 into two new activity areas of "Local Events" and "Economic Diversification", with \$4 million assigned to Local Events and \$1 million, of the approximately \$5 million "Economic Development" budget, assigned to the establishment and maintenance of stand-alone economic development agency, and**
- 8. the council's Economic Development funding policy be updated to focus on encouraging and enable new, more environmentally, socially, and economically sustainable activities than the current exclusive focus on visitor attracting events, and**
- 9. "Local Events" funding for specific events be limited to no more than three years, to ensure that only viable events continue and new events are given the start-up funding necessary to get them going and reach a point of financial self-sustainability, but ongoing funding.**
- 10. "Economic Development" funding for events be progressively reduced over the next 5 years to enable event organisers to attract commercial sponsorship or other funding, with the budget for "Economic Diversification" be increased until a balance is reached between "Local Events" and "Economic Diversification".**

Lakeview Development

Shaping Our Future are concerned that the largest single investment that QLDC is making this decade, the development and transfer of the Lakeview site to a private developer, is given practically no mention in the Draft Ten Year Plan. This is especially concerning when the original decision by council in October 2017 was supported by reference to Shaping Our Future Economic Futures Forum recommendations that that the local economy should be diversified and strengthened.

The apparent focus of the project at present, based on scant publicly available information, has shifted from the community's expressed desire for the site to remain under Council control and be used predominantly to assist in addressing the affordable housing crisis the community faces. The focus for the project appears to be on high-end retail, relatively expensive apartment living, and high-end hotel accommodation, none of which represent economic diversification or affordable housing in any way.

It is extremely concerning that the cost to ratepayers of the infrastructure investment has risen from the projected \$17 million in the 2018-28 Ten Year Plan to \$40 million in the 2021-31 Draft Ten Year Plan. The lack of any detail on the project's income and expenditure makes it impossible for the community to comment sensibly on the "highly significant" (QLDC 26 October 2017 Report for Agenda Item: 4).

Although Shaping Our Future appreciate the commercial sensitivities of the private partners in the Lakeview development, that there is no explanation of the variance anywhere in the Draft 2021-31 draft plan is simply unacceptable.

There is no specific mention in the draft plan of the gross or net value of the sale and lease of the site, although it is possible to make the assumption that the total value of asset sales contained in the draft plans is somewhere between \$54 million (Vol 1 p 174) and \$78.875 million (p 111) is largely derived from the Lakeview site sale. However, given that there is no direct mention of the return on ratepayer investment in the infrastructure at and to the Lakeview site, the only reasonable conclusion that ratepayers can make is that there is no return. At the current rate of variance the project is on track to cost ratepayers appreciably more than the sale of the site will return to them.

Shaping Our Future recommends that:

- 6. The final Ten Year Plan include an adequate outline of the Lakeview project, including sufficient detail for the community to understand the costs, potential benefits, and risks of the project to the community, as well as the intended proportions of affordable to market-based visitor and residential accommodation intended for the site.**
- 7. A full explanation of the variance between the 2018-28 Ten Year Plan estimated cost of the Lakeview project compared with the substantially higher costs outlined in the Draft 2021-31 Draft Ten Year Plan, along with consideration of the risk of future cost increases and failure of the project to make the return on investment expected.**
- 8. If they do not exist already, conditions be added to the sale agreement, to compensate the community for the substantially higher cost of infrastructure investment ratepayer subsidy to the project, that 50 percent of the accommodation provided in the project at each stage be affordable accommodation for local workers and residents.**
- 9. All affordable accommodation sales made by the project are protected by a covenant limiting all future sales of the properties to increases in price no more than the non-housing rate of inflation.**
- 10. If sufficient benefit cannot be transparently assured to be delivered to the community, based on the actual and projected costs of the project, that the project be cancelled and all or the balance of the site, including the Lynch Block, be instead leased long-term to the Central Lakes Housing Trust for them to develop for affordable housing.**

Community Development

Although the Draft Ten Year Plan makes much of the council's support to community development (Vol One pp 59 and 62), the flat-line funding of \$1.909 million per year to "Community Grants" for the entire ten year period (Vol Two p 112) suggests the council does not value the contribution that community groups and organisations make as much as claimed. A funding regime that includes adjustment for the rate of inflation would be far more appropriate, as would a return to a sensible community grants funding policy and process.

The change to the process of community groups applying for financial support by way of submissions to the Draft Ten Year Plan, from a separate application process, puts additional burden on community groups and is likely to cause them to feel inhibited about making submissions to more substantive issues in the same draft plan. Establishing an independent community grants panel would ensure that community groups and organisations are not penalised for making challenging submissions to the annual and ten year plans or other processes.

Shaping Our Future recommends that:

- 3. Funding for Community Development be adjusted by an expected rate of inflation of 2% for each of the 9 years from 2022 onward.**
- 4. A clear funding policy and panel be established for community groups and organisations to apply to separate that process from the annual and ten year planning processes.**